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IMPERIAL AIRWAYS PROGRESS.

EMPIRE AIR ROUTES IN CONTEMPLATION.

COMPANY NOW IN STRONG POSITION.

CHAIRMAN RESIGNS.

London, Sept. 7.
The part being played by the Imperial Airways, Limited, in establishing air routes throughout the Empire was stressed at the annual general meeting held in London today.

Sir Eric Geddes, who presided, announced his resignation from the chairmanship of the Company, stating that he did so with regret, though it was very desirable that he should give his undivided attention to the Dunlop organisation now that the Imperial Airways was set on a straight course with fair weather ahead.

The Company's net profit for last year, he said, was £27,567 and the Directors recommended a dividend of five per cent., the first dividend that the Company had paid.

Outstanding Success.

Sir Eric Geddes said that the weekly Cairo-Basra service was the outstanding success of the Board, which had successfully urged the Government to support the other links necessary to complete the Empire air communication routes.

One of the main features of the new agreement which has been reached, provides for the establishment of a new weekly service between England and India.

Rapid Development.

The Company expected rapid development of this service, and it was intended that it should become a bi-weekly service immediately the amount of traffic justified the venture.

Provision has also made for the transfer to the Imperial Airways on favourable terms of two large three-engined all-metal flying boats.

Sir Eric mentioned that the subsidies earned by the Company commencing from April 1st, 1929 would eventually reach £2,500,000 compared with £800,000 received up to the present date.

The remaining part of the sum mentioned would be earned by the existing agreements if the Company found sufficient support in its early years.

London to Cape and Australia.

Air routes from London to the Cape and from London to Australia were easy of accomplishment for commercial purposes, and the Company had in mind schemes for these routes.

An extraordinary general meeting of the Company afterwards, agreed to alterations in the Articles of Association to permit the ratification of the agreement with the Government, and also to prevent the shares of the company coming within foreign influence and control.

Shares for Government.

Under the new agreement mentioned by Sir Eric Geddes, the Company are asked to issue to the Secretary of State for Air 25,000 deferred shares of £1 each, credited as fully paid.

During the period of the agreement these shares would have no dividend rights until after the ordinary shareholders had received ten per cent. on paid up capital. After the expiry of the new agreement the deferred shares were to be entitled to one half of the profits available for distribution in excess of the sum representing ten per cent. on the ordinary paid up capital.

Shareholders were also asked to ratify further alterations to the Articles of Association, designed to preclude any possibility of foreign interest or control. The necessary resolutions were carried unanimously.

Australian Venture.

Canberra, Sept. 7.
The Government has accepted the tender of the Western Airways for a regular air-mail service between Perth and Adelaide, to be worked in conjunction with inward and outward British liners.

The service will result in the saving of two days on the Sydney mails.

T.U.C. AGAIN SLAPS MOSCOW.

SHORT SHRIFT FOR PRO-SOVIET RESOLUTION.

PATRIOTIC SPEECHES.

London, Sept. 7.
"Another slap in the face of Moscow was delivered at today's session of the Trade Union Congress assembly at Swansea when the delegates overwhelmingly defeated a resolution demanding the convocation of a world conference to discuss the establishment of one international trade union, and requesting the General Council to take steps for the construction of an Anglo-Russian Joint Advisory Council.

Mr. J. H. Thomas, the Railwaymen's leader, opposing the resolution, was loudly applauded for the sentiments he expressed.

"While the Russians have ruined their own country and are trying to ruin and disrupt ours," he said, "we are not going grovelling to Russia." (Cheers.)

Mr. Will Thorne also attacked the resolution in a light speech, in the course of which he expressed regret that Comrade Stalin was not present to find that he was not getting value for the money spent in an attempt to infect British trade unions with Communism. (Laughter.)

A would-be supporter of the resolution was shouted down and was unable to make himself heard.

The resolution was put as a matter of form and overwhelmingly defeated.

ATTEMPT ON LIFE OF MUSSOLINI.

CRIME OF TWO YEARS AGO RECALLED.

30-YEAR SENTENCES.

Rome, Sept. 7.
The Special Military Tribunal for the Defence of the State has sentenced to 30 years' imprisonment Mammolo Zamboni and his sister-in-law, Virginia Tabarroni, on a charge of instigating the boy Anteo Zamboni to fire at Signor Mussolini on October 31st, 1926.

Another accused, Ludovico Zamboni, was acquitted on the ground of insufficient evidence.

Signor Mussolini gave evidence at the trial, at which it was sought to show that Anteo Zamboni was completely under the influence of members of his family.

The incident on which the trial was based occurred when Anteo Zamboni, an 18-year-old youth, fired a revolver at Signor Mussolini as he was leaving a hall where he had inaugurated a Scientific Congress.

The bullet severed the ribbon of one of Signor Mussolini's decorations and pierced the edge of his uniform, breast-high.

An infuriated crowd pounced on the youthful assailant, stabbing him and striking him with clubs and canes, causing his instant death.

Latest Tennis in America.

MALE OPPONENT BEATS HELEN WILLS.

Philadelphia, Sept. 7.
A series of matches between French and American lawn tennis teams has opened here. The results so far are:

Van Ryn (U.S.) beat Brugnon 6/3, 6/2.

Cochet (France) beat Lott 6/1, 6/3.

Borotra (France) beat Hennessy 6/3, 8/6, 6/4.

In an exhibition match, Wilmer Allison beat Miss Helen Wills 6/1, 6/1.

OBITUARY.

FORMER SECRETARY OF THE C.M.S.

London, Sept. 7.
The death is announced of Dr. Eugene Stock, former Secretary of the Church Missionary Society.

RUHR EVACUATION PROBLEMS.

VALUELESS GENEVA DISCUSSION.

BERLIN CERTAIN FRANCE IS ADAMANT.

SEVEN MORE YEARS.

Geneva, Sept. 7.
The German Chancellor, Herr Mueller, who heads the German delegation to the League of Nations Assembly in the absence of Dr. Stresemann, and whose conversations with M. Briand, on the subject of the evacuation of the Rhineland have been arousing much interest, made his maiden speech at the League Assembly today.

He dwelt briefly on the subject of the Kellogg Pact for the renunciation of war, and welcomed its conclusion, but declared that Germany was anxious for practical results in disarmament prospects.

Disarmament Hopes.

He agreed that it seemed today that the prospects of disarmament were much more hopeful than for some time past, and he declared, amid applause, that the disarmament of Germany should be followed by other nations as provided in the Treaty of Versailles.

Reuter's Berlin correspondent states that well-informed Berlin circles do not believe that the problem of the evacuation of the Rhineland will be solved at Geneva, for it is already evident that the German and French viewpoints are irreconcilable.

Germany's Claims.

The German Government maintains that Germany is entitled to demand immediate evacuation of the area by virtue of Article 431 of the Treaty of Versailles.

It is also urged that the French attitude is wrong since the question of the evacuation has nothing whatever to do with the settlement of reparation problems or the question of inter-allied debts.

To Report Failure?

In view of the position which has arisen at Geneva it would not be surprising if Herr Mueller, next week, seeing the futility of continuing the discussions with M. Briand at Germany, returns to Berlin and reports the result of his parleys to the Government.

In that event, he must report that judging by her present stand, France does not intend to evacuate the Rhineland, and that consequently, Germany must be prepared to submit under protest to the occupation continuing for another seven years.

France and Britain.

Paris, it will be recalled, has taken up the attitude that Germany should not confine her attention to France in submitting proposals for the evacuation. The problem concerns the other occupying Powers and an agreement must be reached between them before the matter can be seriously discussed.

The British attitude in some respects is similar. Britain sympathises with the German demand, but points out that evacuation before the time limit expires can only be arranged between Germany and the whole of the occupying Powers. All would have to be consulted before anything could be done.

THE PROPOSED OPIUM ENQUIRY.

CHINA AGREES TO BRITISH SUGGESTION.

Geneva, Sept. 7.
Mr. Wang King-ky, speaking at a luncheon given to the International Press, announced that China supported the British proposal for an opium enquiry in the Far East, on condition that this was extended to derivatives of opium and that there was a Chinese delegate on the Commission of Enquiry.

He added that China had two things at heart, namely, her re-election to a seat on the League Council, and the abolition of unequal treaties.

PIRATE FORTRESS STORED.

LEADER OF BIAS BAY GANG TAKEN PRISONER.

TORTURE DEN FOUND.

Shanghai, Sept. 3.
A Nationalist detachment under command of Captain Lin Shu-kou, according to announcement of Admiral Yang Shuch-wang to-day, landed a large force of Chinese marines and mixed brigade troops on the coast of Hong Kwa Bay, located in Fukien province, midway between Foochow and Amoy and, after heavy fighting, succeeded in routing a large band of Chinese pirates. The pirates had been terrorizing the South China coast for several years.

Among the captives taken by the naval detachment was the notorious bandit-pirate Yang Teh-shing, the brains of the gang, who has planned the capture of dozens of merchantmen which have been conducted to Bias Bay and there looted and their passengers held as captives for ransom.

The report states that the bandit headquarters were located in the middle of a dense forest in the centre of an island off the coast, which was surrounded by a high wall wherein the bandit castle was situated.

The castle consisted of 130 rooms containing medieval instruments of torture for use upon the victims.

The Admiral's report stated that the place resembled a Buddhist conception of hell since the stone pillars and walls were blood stained. It is estimated that more than 1,000 victims most of whom were Chinese, have lost their lives there.

When Captain Lin Shu-kou captured the castle he found forty victims, some of whom were hanging by chains from the walls while others were bound upon tables for the purpose of being subjected to torture.

BOOM IN AMERICAN STOCKS.

OVER FIVE MILLION SHARES CHANGE HANDS.

NEW YORK SENSATION.

New York, Sept. 7.
One of the wildest "bull" movements in the history of the New York Stock Market occurred today, when over five million shares changed hands.

Prices of the active stocks rose from two to twenty points as the solid stream of orders poured in by telegram from all parts of the country, from Europe, and even from ships at sea.

Dealings in blocks of from 5,000 to 15,000 shares were common, and the tape machines were half an hour behind all day long.

The customers' rooms in the brokers' offices were jammed and the galleries in the Stock Market crowded with visitors.

Telephone operators in the financial district were driven to distraction by the ceaseless calls.

CALCUTTA DEATH SENTENCE.

COMMUTED TO LIFE TRANSPORTATION.

Calcutta, Sept. 7.
The death sentence passed on the Mahomedan, Kazi Buzlar Rahman, for fatally stabbing Mr. G. H. W. Davies, the British district magistrate at Chittagong, has been commuted to transportation for life.

This has been done in view of the accused's mental history.

PRESIDENT'S SON.

JOINING RAILWAY FREIGHT DEPARTMENT.

New York, Sept. 7.
John Coolidge, the son of the President, has decided to enter the railway business. He will join the freight department of the New York, New Haven, Hartford Railroad and will start from the bottom, working his way up without favouritism.

NEW HIGH CRICKET RECORD.

FREEMAN TAKES OVER 290 WICKETS.

HOW TEAM FOR AUSTRALIA WAS CHOSEN.

CLOSING MATCHES.

The cricket season is practically at an end. The only matches played during the last three days were the representative games at the Folkestone, Scarborough and Bournemouth Festivals.

Considerable interest is naturally taken in these closing matches, as it is at this part of the year that the cricket strength of the country is really tested.

The team which is to represent England in Australia engaged Mr. C. I. Thornton's XI at Scarborough, failing to win but finishing in a very strong position.

The feature of the cricket however was Freeman's performance at Folkestone. He took 100 M.C.C. wickets, an achievement interesting because it brought his total "bag" for the season to 291, thus setting up a new high record.

The previous best were both made by Tom Richardson, who took 290 wickets in 1895, and 273 wickets in 1897.

Lord Harris, addressing the English cricket team which is going to Australia, at Scarborough, told the players had been selected by the Committee.

The Committee consisted of Lord Harris, Mr. J. W. H. T. Douglas, Mr. A. E. R. Gilligan, Mr. H. G. D. Levan-Gower, and Mr. F. T. Mann. These selectors co-opted the services of Mr. P. F. Warner, Mr. A. W. Carr, and Hobbs.

At their meeting each member wrote down his ideal selection for the team to Australia.

There was complete unanimity as to nine players and the remainder of the seventeen players were determined by vote.

RESULTS AT A GLANCE.

The Gentlemen defeated the Players by one wicket.

Mr. C. I. Thornton's XI drew with the team for Australia.

The M.C.C. defeated Kent by four wickets.

HONOURS LIST.

The principal individual performances were:

Batting.

J. L. Bryan (Kent) 140

Woodley (Kent) 125

Mead (Players) 117

R. H. Battington (M.C.C.) 114

Dowling.

M. Hill (Gentlemen) 5 for 88

Tate (Australia XI) 5 for 71

GENTLEMEN TRIUMPH.

Great Victory in Exciting Finish.

The Gentlemen gained a capital victory over the Players in the first match of this series ever played at Bournemouth.

Owing to important representative games elsewhere, the teams were not strictly representative, though strong sides were fielded, and a great struggle ensued.

The Gentlemen held the upper hand in the early stages of the game, but a strong second innings display by the Players changed the complexion of the game, and the result was in doubt until the last ball was bowled.

The Gentlemen were set the task of making 302 in the fourth innings to win, and nine wickets fell before the necessary runs were compiled. The scores were:

Players: 204.

Gentlemen: 270.

Players: 387.

Gentlemen: 302 for 9 wickets.

Mr. Hill bowled with marked success in the first innings of the Players, taking 5 wickets for 38, at a critical juncture.

In reply, the Gentlemen compiled 270 giving them a lead of 68 runs on the first innings. The Players soon knocked off the arrears, and a capital effort by Philip Mead who hit up 117 before his wicket was taken enabled the Players to set their opponents a formidable task.

(Continued on Page 10.)

Bulls and Innings

From the Office Butts.

Before the dredger leaves us, what about it having a go at some of the Post Office inkwells?

In an account of the Tattoo, the D. P. states "Chinese striking of the hour will next be heard and the castle gates will be flung open." Deah me!

Increased crime among motor-cars is to be noted. We know of one which the other day ran away with quite a lot of petrol.

Last year, while bathing at Repulse Bay, a Hongkong lady lost her wedding ring. Bathing in the same spot last week, she stepped on something round and hard, and discovered it to be the neck of a lemonade bottle.

The fact that smoke from Macao Castle Peak has excited considerable comment. But, as a matter of fact, Macao people have used chimneys for years.

"Reader"—Right again. Our magistrates certainly have a try-out.

The Chinese Legion is to organise trips to the battle-fields next year.

A Kowloon landlady says people are not so easily satisfied as they used to be. The old boarder changoth.

It takes a real hero to get past the revenue men with heroin pills these days.

Gracing as greyhound racing is now called, is spreading in Shanghai. Many folk there, however, are sick of all these hares and struts his confere in England.

Perambulators will not be allowed at the Tattoo. Most of the children will go by motor-car, entirely overlooked the three-legged, obstacle and sack races.

Thoughts, they say, are more powerful than dynamite. On seeing a photo of the bridge taken after Chang Tao-lin's death, we imagine some one in the locality must have done a powerful lot of thinking.

If woman's intuition is so wonderful then why does she ask for such a lot of questions?

"Ralph"—The best way to have a short holiday without spending money is to refuse to drink beer with a policeman.

Great words of little value:—"It's half-past seven, dear, and Chinese to try to understand the you haven't had your bath yet."

A case of illegal trafficking in white mice is reported from Tai-po. Otherwise crime in the district is normal.

In view of the near approach of the Tattoo, a stupendous and authentic Scottish Dialect Meeting has been prepared by proposition, which was eventually its Publicity Committee for a carried by four votes to five.

Now that old Kowloon buses are serving Kowloon, Kwangtung is badly rattled.

The distilleries are always brewing trouble.

Hansen is that Hansen does, said the critics.

It is rumoured that owing to the burning of the Sui Tai, the Steamboat Company will have to make a new ship.

A beauty competition in connexion with the Tattoo is suggested. Of course, those who don't care for too much publicity might object.

We understand that the Hongkong policeman's confere in England who "so unshakably struts" on a "pedestal of dignity" (vide a contemporary) does so entirely without the aid of wires, mirrors and trap-doors.

"Dam alters Climate" reads a local newspaper heading. Our kung policeman's confere in England who "so unshakably struts" on a "pedestal of dignity" (vide a contemporary) does so entirely without the aid of wires, mirrors and trap-doors.

The Lift Attendant's idea of Paradise: A Y.M.C.A. full of residents who want to hear him say "Good-day, how are you?"

"Good-day, how are you?"

"Good-day, how are you?"

"Good-day, how are you?"

"Good-day, how are you?"

"Good-day, how are you?"

"Good-day, how are you?"

"Good-day, how are you?"

"Good-day, how are you?"

"Good-day, how are you?"

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OBITUARY.

RETIRED BANKER FORMERLY IN CHINA.

London, Sept. 7.

The death has occurred of Mr. George William Thomson, a retired banker who at one time was a prominent figure in Far Eastern financial circles. An Aberdeen man, born in 1845, he came East in 1870 for the Oriental Bank and remained in China and Japan until 1883.

Mr. Thomson was first in Shanghai, and had a commission in the Volunteer Artillery there in 1870. In 1877, presumably while on leave, his ship was wrecked off Cape Gardafui, and he published an account of his experiences. After he left the East, he founded the first European bank established in Persia (1888) and for his services to that country received the Order of the Lion and Sun. In 1891 he founded the African Banking Corporation, of which he was Chief Manager for eighteen years, and a Director for eleven years.

In the intervals of banking, Mr. Thomson indulged in a capacity for writing, publishing a number of poems, travel articles etc. He was much travelled and was a member of many societies. He was on the Council of the Japan Society. During the Great War he equipped and commanded volunteers, though he was seventy years of age. He retired from active life in 1920 and has died at the advanced age of 83. He was married twice, and leaves three sons and two daughters.]

NO NONSENSE.

JAPANESE ATTITUDE TOWARD CHINA.

Tokyo, Sept. 7.

Prior to his departure last night to Osaka, en route to Shanghai, Consul General Yada conferred with the Premier with regard to the China situation when, it is understood, he was instructed to endeavour to induce the Chinese authorities to suppress the anti-Japanese boycott, which, it is feared, though still sporadic, may spread. If it spreads, the Government is bound to regard it as most serious and, may be, will be forced to take steps, though it is still hopeful that Nanking will show sincerity by preventing its spread.

Consul General Yada, it is also understood, was instructed to take a firm stand against economic discrimination generally.

So far as the question of Treaty revision is concerned, he will take no steps. In the meantime the Government will continue a watchful attitude, awaiting China's next move.

Regarding Nanking's intention in applying the tariff on October 1, it is intimated that the Japanese Government will not accept enforcement unless a conference is first held to consider the matter, as it considers the step illegal.

Talks with Japanese officials give the impression that the Government attitude is stiffening and that it intends to show Nanking that it is not prepared to stand any nonsense.—Reuter.

BRITISH FOREIGN MINISTER.

SIR AUSTEN CHAMBERLAIN'S DEPUTIES.

London, Sept. 7.

While Lord Cushendun, the acting Foreign Minister, is at Geneva, Earl Balfour has acted as Minister in charge, but he has now gone to Scotland, and in accordance with earlier arrangements Lord Birkenhead has assumed charge of the Foreign Office.

Lord Birkenhead's responsibilities, which he will discharge until Lord Cushendun returns, will be mainly of routine nature, such as signing documents.—Reuter.

WOMAN ROBBED.

YOUNG GIRLS FACE SERIOUS CHARGES.

The hearing was commenced before Mr. W. Schofield at the Kowloon Magistrate yesterday afternoon of the case against one man and three girls who were arrested in connexion with a highway robbery committed on an elderly Chinese woman at Sau Kok Pak, near Castle Peak, on August 22.

Mr. Somerset Fitzroy appeared for the Crown and Mr. Leo d'Almada represented the fourth defendant, one of the girls. Mr. Horace Lo defended the second defendant at one of the previous hearings, but this defendant was not represented yesterday.

Outlining the case for the Crown, Mr. Fitzroy said that the man stood charged with participation in a highway robbery by two or more, while the girls were arraigned on charges of aiding and abetting in the perpetration of the offence.

On August 21 the three girls, said Mr. Fitzroy, saw the complainant, a woman named Tong Chuk-ze, at her residence, and informed her that they intended to purchase lottery tickets and proposed first to worship the gods at a temple at Castle Peak. It was arranged that the complainant should accompany the three girls to this place the following morning.

A Prearranged Hold-up.

The complainant called at one of the defendants' houses the next day in preparation for the journey. She was told to put on better clothes for the occasion and accordingly returned to the house later.

According to arrangements the party went to Lachikok by bus and then started to walk the remainder of the distance. Three men, one of whom was the defendant, were at the bus terminus and followed the four women, sometimes walking in front and sometimes behind them.

The case for the Crown was, said Mr. Fitzroy, that these men were in league with these girls, the whole thing being prearranged.

The party later arrived at a pathway and the third defendant, who pointed it out, said that it was a short cut to Castle Peak. As a matter of fact, continued Mr. Fitzroy, it was nothing of the sort. It took the party off the road in a different direction from that which they had been taking.

The men, followed the women and suddenly the complainant was attacked and robbed of \$88 in notes and coins. She was knocked about and then thrown into the grass and bushes, the men making off. So far the girls would appear to have had nothing to do with the incident, but their actions afterwards were significant.

Returned by Car.

On reaching the road, one girl and two of the men got into a motor car and drove back to town, while the other man and two girls got into another car.

The complainant was later seen by a motor driver but owing to objections raised by the passengers she was left in the roadway. On returning to the garage, the driver began to discuss the matter with the other folks, the woman having told him of the robbery. It was then that another driver stated that he had brought a party back from where the complainant had been seen.

After some discussion, the first defendant and two of the girls were located by one of the garage folks and taken to the Police Station. Enquiries were made and the other girl was arrested, but unfortunately the other two men were not caught.

In conclusion, Mr. Fitzroy said, "On that I ask your Worship to find that the girls decoyed the

DISTILLERY CASE.

MAGISTRATE DISCHARGES TWO DEFENDANTS.

The case in which the Heen-see, the accountant and two experts of the Tai Tung native distillery were charged with conspiracy to defraud the Revenue department, was continued before Mr. R. E. Lindsell yesterday.

Mr. M. K. Lo, who represented the defendants, asked Mr. Taylor whether he was aware that the chief expert of the distillery was away from the Colony on certain dates.

Mr. Taylor agreed that the man had been away but could not give the dates.

Mr. Lo then suggested that, in the absence of the chief expert, in the hands of another man the mashies in brow often "bubbled over" and that might account for some difference in the final results. Witness said that, as he understood it, all mashies "bubbled over" in this hot weather.

No Case to Answer.

Addressing the Magistrate at the close of Mr. Taylor's evidence, Mr. Lo submitted that his clients had no case to answer on the charge of conspiracy brought against them. Mr. Lo said he was a little surprised that, instead of instituting proceedings for any alleged breach of regulations, Mr. Lloyd should have seen fit to "rope in" the defendants and have them arrested and charged under common law conspiracy.

Mr. Lo then cited authorities to show what exactly was conspiracy in law and exactly what kind of evidence was admitted in such cases. He contended that the prosecution had not shown conspiracy and that there was no evidence against the defendants of conspiracy at all.

The licensee of the firm, said Mr. Lo, was seldom in the distillery according to the prosecution's own admission, and Mr. Lo said he could not see how that person could be charged with having conspired with the others at all. In the same way, one of the other defendants had been away from the Colony for some period and it was also difficult to understand where there was ground to convict him on a charge of conspiracy. He submitted that a prima facie case had not been made out.

After hearing Mr. Lloyd, his Worship discharged the licensee and the accountant and added that although there was a strong case under the Distillery Ordinance, he did feel justified to alter the charge. As regards the two experts, his Worship said he could consider their position and if he decided, after going through the depositions, that there was evidence against them, he would permit the charge to be amended. His Worship then remanded the two defendants until Wednesday at noon.

THIRD LIBERTY LOAN.

U.S. TREASURY OFFERING BONDS.

Washington, Sept. 7.

The Treasury is offering \$525,000,000, nine months certificates at 4½ per cent, to refund the outstanding Third Liberty Loan.

This is the first time in the year that the Government has paid such high interest.—Reuter's American Service.

complainant to the path in order that the robbery could be committed."

Sub-Inspector Cargill went into the witness box and produced copies of photographs taken of the scene of the robbery.

The complainant was called and after corroboration of facts detailed by the Prosecutor the case was adjourned.

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GOSH, THAT'S THE CRAZIEST ORDER I EVER GOT—BUT IF SHE WANTS 'EM, I'M HERE TO SELL 'EM

THERE YA ARE, MADAM—THE ENDS OF THE NICEST BOOK I'VE GOT!



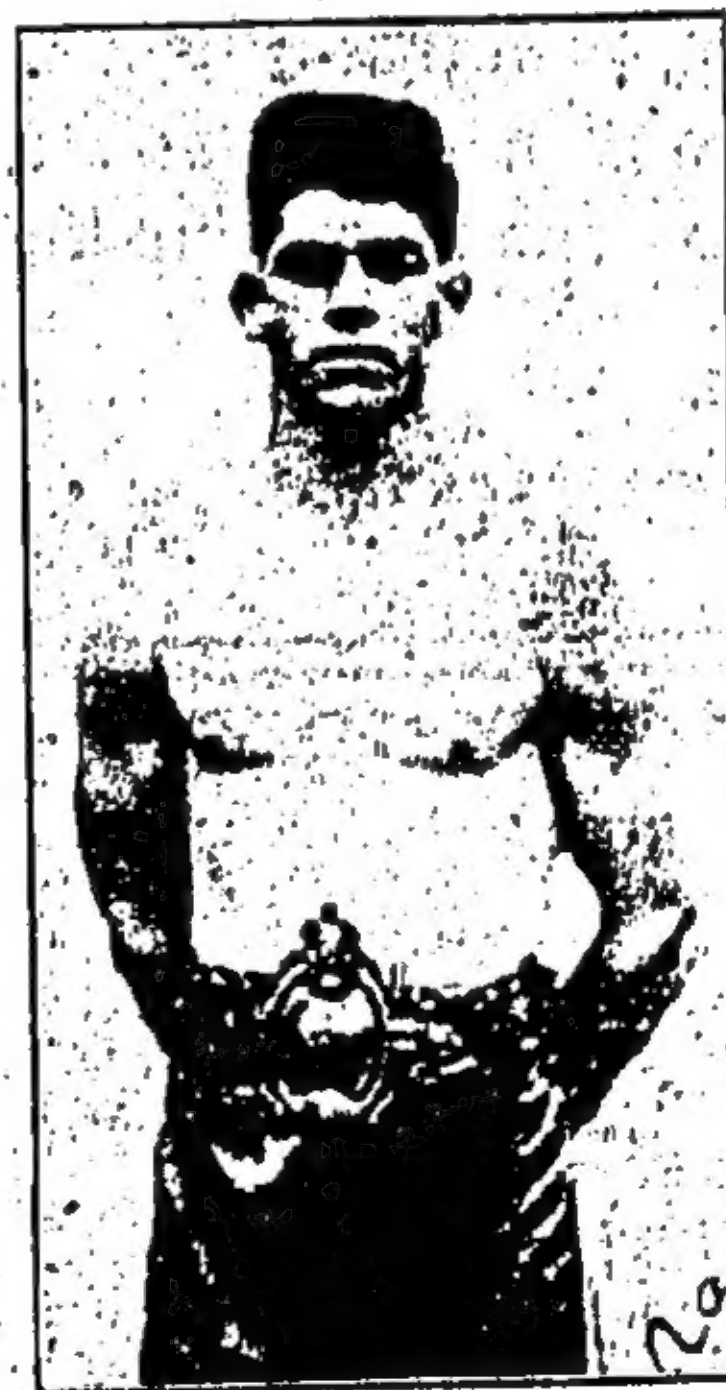
Group taken at the wedding in Scotland of Mr. W. Orr, of Partickhill, and Miss J. Vernon, of Rutherglen, Glasgow. The bridegroom figured prominently in the Sunning piracy. After being injured, he took part in the defence of the ship on the bridge.



A photograph of the striking scene at the Menin Gate, Ypres, when 11,000 pilgrims of the British Legion took part in the Service of Remembrance. Photo: (Central News).



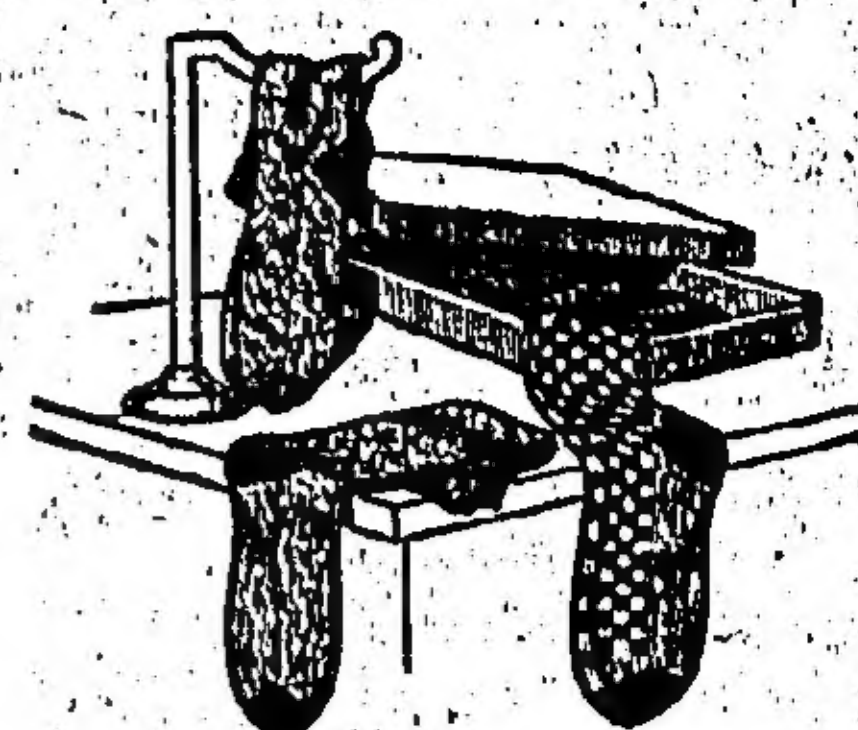
These two charming young ladies will figure in a tableau at the Grand Tattoo. They are (left) Miss Maria Luiza Cerveira de Albuquerque only daughter of the Consul-General for Portugal in Hongkong and Madame Albuquerque; and (right) Miss Maria Amalia Tamagnini Barbosa, daughter of H. E. the Governor of Macao and Madame Barbosa. The former will represent Portugal and the latter "Britannia."



Left, Jock Crighton, a leading welterweight, who has come out East on H. M. S. Cornwall; centre, Williams, of Canada, being chaired at the Olympic Games after winning the 100 and the 200 metres; right, Leading Stoker Mann, H. M. S. Cornwall, heavyweight champion.



Snapped at the Olympic Games. Left to right: Tsuruta (Japan), winner of 200 metres breast-stroke being congratulated by Rademacher (Germany); Miss E. Catherwood (Canada) who won the high jump; H. R. Pearce (Australia), winner of single sculls, with Dutch girls; Fraulein Schroeder (Germany), winner of 200 metres breast stroke. (Photos: Central News).

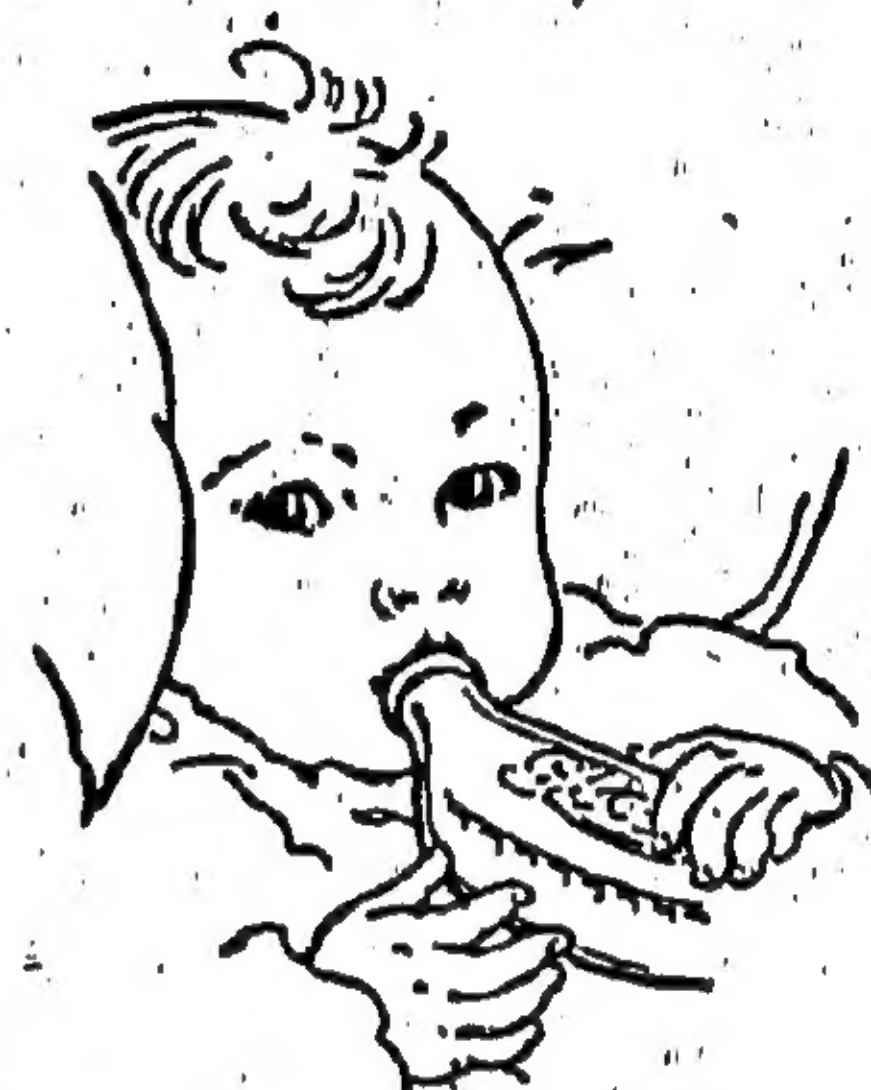


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Available in the newest stripes and check effects—fast colours and unshrinkable. Made of wool and artificial silk in plain and ribbed styles in useful shades of Fawn, Blue, Brown and Greys.

From \$2.00 per pair—Less 10% for Cash.

Mackintosh & Co. Ltd.
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING, DES VOEUX ROAD



GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—
W. R. LOXLEY & Co.

"ALLEGRO"

AUTOMATIC HONING AND STROPPING MACHINE FOR SAFETY RAZOR BLADES.

"SHARP BLADES mean QUICK SHAVES"



And NOTHING could be sharper than an "ALLEGRO" SHARPENED BLADE. Two sharpening surfaces—a stone and a leather stropping pad. Absolutely automatic in action and fully guaranteed. For Gillette, Walco, Autostrop, and Durban-Duplex Blades. ON 7 DAYS' FREE TRIAL. Beautifully made and heavily nickel-plated. State dealer, type of razor and when purchased "Allegro". Obtainable from chemists, druggists and grocers. Money refunded if not fully satisfied. Write for Free Booklet.

FIRST CLASS WORKMANSHIP. The use of an "ALLEGRO" guarantees an absolute clean shave, ONE BLADE lasts ONE YEAR.

NO MORE IRRITATION OF THE SKIN.

The "ALLEGRO" has Honing Stone on one side and a Leather Strop on the other.

Blade Carriers for GILLETTE and AUTO STROP in stock.

Sole Agents: **WHITEWAYS.**

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:—

295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens: Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

TUITION GIVEN.

TUITION GIVEN.—Improve your position and accelerate your advancement by attending the practical courses in Shortland, Typewriting, Bookkeeping, Business English, etc., conducted by the Chinese Y.M.C.A. Evening School.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—1st floor, No. 2, Granville Road, Kowloon. Apply to Kwong Fat Yuen, 33, Des Voeux Road West, Hongkong.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

TO LET.—Large rooms for Office or residence with Flush System, in most central locality. Apply B. Mervan and Co., First floor, No. 18, Ice House Street.

TO LET.—Two, four, roomed houses in St. George St. ready for immediate occupation. Rent \$100 including taxes. Two, three roomed flats. Rent \$100 including taxes. Two, four room flats. Rent \$120 including taxes. Also Godown space with water frontage. For further particulars please Apply to Jardine, Matheson and Co., Ltd., Sugar Dept. Pedder St.

"THE PEAK FLATS"

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed FLATS and

Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to—**CREDIT FONCIER D'EXTREME-ORIENT**, 4th Floor, French Bank Building.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C. 5009.

New Advertisements.

NOTICE

Dr. ASGER, DENTAL SURGEON, has removed his office to Kayamally Building, 20-22 Queen's Road Central.

NOTICE

We have this day moved our offices to Kayamally Building, No. 22, Queen's Road Central.

HAZELAND & GONELLA.

INSURANCE AGENCY.

INSURANCE AGENCY.—A first-class British office require Agents for the transaction of Fire Insurance for Hongkong and vicinity. Only firms with established connections will be considered. Apply Box No. 414, care of "Hongkong Telegraph."

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Sixth Extra Race Meeting to be held on Saturday, 6th and on Monday 8th October, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at 12 o'clock noon on Saturday, 22nd September.

NOTICE.

The V.R.C. are holding their second Night Race for this season on Saturday, the 8th September, 1928, commencing at 9 p.m. **SWIMMING-WATER POLO-A TEAM RACE-A BAND-DANCING.**

Come and see the best swimming to be seen in the Colony. All are welcome.

Booking at the V.R.C. **C. J. COOKE**, Hon. Secretary V.R.C. Hongkong, 5th September, 1928.

HONGKONG AMATEUR FOOTBALL LEAGUE.

Midweek Minor League.

Clubs in membership are advised that in place of the Junior "B" Division of the League, it has been decided to run a Midweek Minor League to be played on Wednesdays. The Rules for this League will be the same as for the others with the exception that no player who plays in Saturday games will be eligible to play in this Division. Entrance fee \$20 to accompany the application. Entries will close on the 12th.

W. E. HOLLANDS, Hon. Secretary.

CHURCH NOTICES.

To-morrow the Fourteenth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, September 9, 1928, 14th Sunday after Trinity. Choral Eucharist 8 a.m. Children's Service 10.15 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: Rev. W. T. Featherstone. Evensong 6 p.m. Preacher: Rev. N. V. Koop.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Substance" The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall.—No. 7, Duddell Street, first floor, Sunday night, September 9th., at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw, "Seven Words that Smashed the League of Nations."

EXPERT MASSEUR.

Cures Rheumatism, Nervousness and all kinds of chronic ailments. **Madame H. MORITA**, Madame E. AKAJI, 4, On Lan Street, Telephone No. C.4895

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions from Mr. W. J. Hill to sell by Public Auction

on **MONDAY**, the 10th September, 1928, commencing at 2.30 p.m. at his residence, "Woodside," Mount Parker Road, Quarry Bay

A Large Quantity of Valuable Household Furniture, comprising:—Teak Hatstand, Chesterfield Couch and Chair, Drawing Room Suite, Table, Wall Clock, Ornaments, Curtains, Pictures, Carpets, Rugs, etc., etc.

Teak Dining Room Suite (by Lane Crawford, Ltd.), Teak Bedstead, Teak Dressing Table, Chest of Drawers, Teak Wardrobes, etc., etc.

also One Piano by John Broadwood & Sons

A Large Quantity of Plants in Pots.

Two Sets Linophone Records. One Sextant. One Reflex Camera. Twin Beds by Wm. Powell, Ltd.

For the convenience of purchasers, chairs may be obtainable at the foot of the hill. Terms:—Cash on Delivery. On View from Sunday, the 9th September, 1928.

Catalogues will be issued. **LAMMERT BROS.**, Auctioneers. Hongkong, Sept. 8, 1928.

MRS. SEKAI MASSAGE

5, Wyndham Street, 1st floor, Hongkong.

MASSAGE HALL

MRS. S. UZUNOYE, Expert Masseuse 37, Queen's Road C., 2nd floor.

DESECRATED WELSH SCENERY.

COUNTY COUNCIL MOVED BY MEMBER'S ANGER.

Colwyn Bay, Aug. 10. Dr. W. Herbert, of Llangollen, speaking at to-day's meeting of the Denbighshire County Council, said:

"We live in the most beautiful country in the world, yet we are so indifferent to our sacred trust that we allow the most charming scenery to be defiled rather than take the trouble to arm ourselves with the power which Parliament has offered us."

He spoke of "the unholy mess of litter" left by Bank Holiday visitors in the famous Horse Shoe Pass. The mistake was made, he said of attributing the desecration solely to the city clerk or artisan bringing his wife or sweetheart for a country run. Often the worst offenders were wealthy people in their gorgeous cars.

"I have seen a saloon car containing two gentlemen and three ladies discharge a roadside of banana skins, orange rinds, and egg shells. I gave those people a piece of my mind, and I can assure you that for five minutes there was something besides egg shells flying about," he said. "This sort of thing is going on all over the kingdom, and must be stopped."

London's parks were models of tidiness because the authorities possessed certain powers. In Denbighshire the police could do nothing, because the County Council had not adopted a certain by-law which, he now moved, should be put in force.

On the Continent a policeman could arrest the desecrator and inflict a fine without the bother of Court proceedings.

Sir Watkin Williams Wynn seconded the proposals which was carried, and referred to a special committee with a view to immediate action.

MORE CUTS IN RAIL FARES.

WEEK-END TICKETS EXTENDED.

Week-end railway tickets are available to hundreds of towns to which they have not hitherto been issued, and, in addition, the period has been extended to five days.

This is the latest and boldest of a series of moves in the campaign to encourage travel and popularise the railways. It was announced unexpectedly by the four great railway groups recently.

Together with the drastic cuts in the fares for suburban journeys which are introduced in most of the larger cities of the country, it may prove a severe blow to the competing road transport undertakings.

The new arrangements were announced in the following statement issued by the Railway Companies' Association:

"Commencing on August 24, week-end tickets will be available for five days, from 4 a.m. on Friday to Tuesday midnight, and the minimum fares will also be reduced from 8s. 6d. 1st class and 6s. 3rd. class to 4s. 1st class and 2s. 6d. 3rd. class.

Single Fare and a Third. "The outward journey may be made by any train on Friday, Saturday, or Sunday, and the return journey by any train on Saturday, Sunday, Monday, or Tuesday. The return fare will be single fare and a third."

"It will be noticed that the scope of week-end tickets has been considerably widened and that more facilities than in pre-war days will be obtainable."

"The reduced minima will bring within the arrangement a large number of places to which week-end tickets cannot now be obtained."

The most important effect of the extensions in London will be the opening up to week-end travellers of all the towns lying in a belt between 15 and 20 miles from the London stations.

Conch Firm's Reply. The news came as a surprise even to officials of the railway companies, and the road transport companies have not had time to consider the effect it may have on their business. It does not appear, however, to have disturbed them greatly.

The managing director of Messrs Samuelson's Salon Coaches, Ltd.—a firm that operates a number of daily road services between several Midland towns and London—told me that he did not think "a" fares were the determining factor in the success of road transport.

"I think," he said, "it all hinges on this: we provide the poor man's motor-car. There are many people with quite large incomes who want a car and cannot afford one. They could travel by rail if they wanted to do so, but they prefer the roads to get views of the country."

"We have another great advantage over the railways. If a man buys a cheap railway ticket he will probably have to travel in a crowded train and stand in a corridor, whereas every ticket sold for a motor-coach journey is for a reserved seat without extra charge, since only as many tickets are sold as there are seats in the coach. I shall not reduce my charges, and I do not think that other firms will do so."

POST OFFICE NOTICE

INWARD MAILS

From	For	Date
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia	President Wilson	September 8
Japan and Shanghai	Hakone Maru	September 8
Europe via Negapatam, papers only		
London 6th August	Yuen Sang	September 8
Shanghai and Swatow	Sunning	September 8
Amoy	Tilawa	September 8
Manila	Emp. of Asia	September 10
	(Ship due 6 p.m. 8th.)	
Manila	President McKinley	September 10
U.S.A., Honolulu, Japan and Shanghai	President Jefferson	September 10
Straits and London (Parcel mail London 2nd August.)	Menelaus	September 10
Shanghai and Amoy	Chunan	September 10
Manila	D'Artagnan	September 11
Japan and Shanghai	Porthos	September 11

OUTWARD MAILS

For	Date and Time
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Hakone Maru Sat., Sept. 8. K. F. O. Registration 1 p.m. Letters 1 p.m. G. F. O. Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 7th Oct.)
Fort Bayard	Tai Poo Sik Sat., Sept. 8, 1.30 p.m.
Wei Hai Wei	Kueichow Sat., Sept. 8, 2 p.m.
Saloon	Tolmachow Sat., Sept. 8, 2.30 p.m.
Amoy	Takada Sat., Sept. 8, 4.30 p.m.
Manila	President Wilson Sat., Sept. 8, 5 p.m.
Straits and Calcutta	Sulsang Sat., Sept. 8, 5 p.m. Letters 5.15 p.m. (Due Marseilles 7th Oct.)
Bangkok via Swatow	Kalgan Sun., Sept. 9, 9 a.m.
Swatow, Amoy and Formosa	Hokan Maru Sun., Sept. 9, 9 a.m.
Cebu	Elpenor Sun., Sept. 9, 9 a.m.
Shanghai	Carl Legien Sun., Sept. 9, 9 a.m.
Swatow	Erdananga Mon., Sept. 10, 2.30 p.m.
Straits	Glonople Mon., Sept. 10, 3 p.m.
Japan, Honolulu and San Francisco	President McKinley Mon., Sept. 10, 3 p.m. Registration 4.15 p.m. Letters 5 p.m. (Due San Francisco 8th October.)
Shanghai	President McKinley Mon., Sept. 10, 4 p.m. Letters only 4.15 p.m.
Swatow, Amoy and Foochow	Halvard Tues., Sept. 11, 11 a.m.
Shanghai, Japan and Europe via Siberia	D'Artagnan Tues., Sept. 11, 12.30 p.m.

Saloon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Porthos Tues., Sept. 11, 12.30 p.m. K. F. O. Registration 1 p.m. Letters 1 p.m. G. F. O. Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 18th Oct.)
Manila	President Jefferson Tues., Sept. 11, 4.30 p.m.
Amoy	Sochow Tues., Sept. 11, 5 p.m.

Shanghai, Japan, Canada, U.S.A., C & S. America, Europe via Vancouver B.C. and Europe via Siberia	Parcels Sept. 11, 5 p.m. Empress of Asia Wed., Sept. 12, Registration 1.15 a.m. Letters 1.10 a.m. (Due Vancouver 20th September.)
Swatow	Hop Sang Wed., Sept. 12, 10.30 a.m.
Shanghai	Hupsh Wed., Sept. 12, 0 a.m.
Hokow, Pakhoi and Haiphong	Tenn Thurs., Sept. 13, 3.30 a.m.
Straits	Cremor Thurs., Sept. 13, 10.30 a.m.
Manila, Australia and New Zealand via Thursday Island	Parcels Thurs., Sept. 13, 5 p.m. Registration Thurs., Sept. 14, 9.45 a.m. Letters 10.30 a.m. (Due Thursday Island 25th Sept.)
Swatow, Amoy and Foochow	Haiding Fri., Sept. 14, 2 p.m.
Amoy and Formosa	Fooksang Fri., Sept. 14, 5 p.m.

*Correspondence bearing vessel's name only.

A similar view was expressed by Mr. A. D. Mackenzie, traffic manager of the South-down Omnibus Company, which runs many services between London and the South Coast.

"Too Late."

"We are of opinion that the railway companies have delayed their efforts too long, I do not think we have much to fear from them. A certain number of people have learnt to travel by road and prefer it to other means, and I do not think that a large proportion of them will be attracted back to the railways."

The threat to the road transport companies, however, is largely incidental, for they are recognised as a necessary development by the railway companies, whose point of view was explained by an official of the Southern Railway which carries a greater proportion of passengers to goods than any other company.

"The railways are actually carrying more passengers than ever," he said. "The efforts we have been making since the war have been directed more to creating a habit of travelling than to attracting passengers from competitors."

"By reducing fares and granting new facilities we have vastly increased the travelling public. Our difficulty is that until the number of travellers reaches a certain point we do not get a proportionate increased revenue. It is towards making cheap travel profitable to the railways as well as to the public that we are working."

Leb's Trade and Shopping Guide of Hong Kong

July 1928 to June 1929

AN ANGLO-CHINESE DIRECTORY

CONTAINING:

Maps of Hong Kong's Business Section showing Buildings and House Numbers.
Government Offices and Justices of the Peace.
Alphabetical list of Firms and names of staff.
Classified lists of over 150 classes of Business, Trades, Professions, Shops, Associations, etc.
Practical Information and Abridged Time Tables of Railway, Tramways, Buses, Ferries, etc.

"Is excellently arranged and will be very useful."
Hong Kong General Chamber of Commerce.

"Is exceedingly informative, and cannot but be helpful to anyone having occasion to refer to it."
Chinese Chamber of Commerce, Hong Kong.

STRONGLY BOUND IN CLOTH AND SOLD FOR ONLY \$1.00

Obtainable from **LEB'S**, 10 Queen's Road Central, Bowyer & Co., Sayce & Co., Lee Yee, Peak Tramway Road, Shell Star Ferry Boat Sheds, and forty other stores.

Remember FUN O' THE FAIR?

Then Remember

NOVEMBER 17th.

WATCH YOUR THROAT THIS WINTER!

Don't take risks. The antiseptic vapours liberated by Evans' Pastilles quickly kill the germs that lurk in the obscure byways of the nose, throat and chest, soothing the affected parts. Doctors strongly recommend them.

EVANS' Pastilles

ANTISEPTIC THROAT

Made in England to the formula of the Liverpool Throat Hospital and sold by Chemists everywhere.

MILLIONS HAVE PROVED THAT COOKING IS BEST AND EASIEST By GAS.

Join the Millions Who Know



Hong Kong & China Gas Co., Ltd.



ASK AT YOUR STORE FOR DON WHISKY

The old fashioned way is still very often the best way.

DON

Whisky is distilled in the old fashioned way, which is partly the secret of its mellow flavour.

Sole Agents in Hongkong.

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"TAIPAN"

LA PERLA DEL ORIENTE

Light
MILD
and
GOOD

Try one
at

Yours Truly
Tobacco Store

22, Des Voeux Rd. C. (Phone: C. 1856.)

BERLIN LETTER.

INTERESTING ITEMS OF LIFE IN GERMANY

[By Gunther Gerlicke.]

Berlin, Aug. 5.

Tout-Berlin is no longer in Berlin; it has gone to the sea-side or to the mountains. When the school vacations began in the first week of July, one single day saw 100,000 people stream away to various watering places and health-resorts. They left for their summer holidays in almost wintry weather; but scarcely had they turned their backs upon Berlin, when the mercury in the thermometer commenced rising apace. Over the whole of Central Europe, there passed a heat-wave of almost unexampled intensity. On a certain day, Berlin is said to have been the hottest place in Europe. The almost unbearable heat in the streets drove out into the country everybody who could possibly leave the city. On one single Sunday, 2 million people were conveyed to the environs by the different means of transport; on that same day, 60,000 people are said to have bathed on the famous strand of Wannsee, midway between Berlin and Potsdam.

This Wannsee is one of a long chain of lakes which do so much to render charming the surroundings of the German capital. In such tropical weather, as we have been having, with the thermometer ranging about the level of 95° Fahrenheit, these lakes, and the endless woods within which they lie embedded, proved a very god-send to the inhabitants. Seldom, if ever, have such crowds wandered out to seek respite from the heat in the shade of the trees and the coolness of the waters. What their numbers may have aggregated it is difficult to say. Doubtless the figures were higher than ever before; certainly several records were reached in other matters; for example, the daily consumption of lemons, in the shape of lemon squash, exceeded one million; while "other" beverages totalled 25 million liters.

But the day is doubtless not far distant when what is at present unimaginable will become actual fact; we shall walk shivering through the streets of Berlin and shall recall with longing the days of insupportable heat, the cloudless blue sky, the fair sex in the scantiest summer clothing permissible, the men in straw hats and the fans in the omnibuses and tram-cars.

Sport in Berlin.

During recent weeks, Berlin has seen a large number of sporting events, most of which bore an international character. There was a polo match in the delightful garden-city of Frohnau; the Olympia football team from Chile played several matches; the best Australian tennis players were here. In connexion with pure sport, several international horse-races were run. Thanks to the favourable weather, the big prizes and the large number of competitors consequently attracted, the extensive racing grounds at Grunewald assembled enormous crowds of onlookers. That was in the west of Berlin; in the east, the famous international flat-races at Hoppegarten also drew thousands of race-goers, among whom were to be seen a very large sprinkling of the "smart set"—both German and foreign. The horses sent from French studs comprised some fine well-boned steeple-chasers; Hungary was represented by the hitherto unbeaten "Gonor." England, Poland, Denmark and Switzerland also took part in several races. But none of the foreigners—not even the much dreaded Frenchmen—were able to book a single victory in these highly interesting and often exciting events; the best they could do was to obtain a few unsatisfying "places." This is, certainly, a sign that great progress has been made by German breeders since the war; it is, however, to be hoped that the results of this year's racing in Berlin will not deter foreigners from participating in the next year's international; on the contrary, we trust to see, on that occasion, not the second-class representatives of the summer, but a selection of the best material foreign studs can send us.

Australian Tennis Players.

In the course of their tour through Europe, the tennis team of the Melbourne Cricket Club paid a visit to Berlin. They had already proved victorious in the tennis competition for the Davis Cup in England and now came on here to try their luck against our Red-and-Whites in the beautiful grounds of the latter's club.

Women's Favourites.

Thousands of discriminating women favour Pinkettes above all other forms of laxative medicine because they are dainty and tiny, act as gently as nature. And the same pleasant attributes make them equally popular with men.

To restore daily regularity, to remedy sick headaches, bilious attacks, vertigo, flatulence, to stimulate the liver, increase the appetite and aid digestion, Pinkettes are perfection. They keep the system clean and cool, clear the skin of pimples and blotches, sweeten the breath, relieve Piles. Of chemists everywhere.

PINKETTES
THE Dainty Little Liver and Intestinal Regulators
KEEP YOU WELL

These tennis-courts, which are situated in the heart of the Grunewald, formed, for three days, the rendez-vous of a throng of fashionable onlookers who displayed intense interest in the games. In the doubles, Hawkes and Patterson were matched against our old champion, Froitzheim and Rahe, the Australians being the winners. In the singles, the situation was reversed. The talented young Hopman and the sinewy Crawford played tough games; but, despite their admirable efforts, neither of them succeeded in gaining a victory. So, after a hard tussle, the particularly reliable and uniform player, Hawkes, suffered a defeat. One of the most interesting matches was that between Patterson, the captain of the Australian team, and our ex-champion, Froitzheim. The players were representatives of two totally different schools of tennis; and lovers of the game watched the play with eyes riveted on stroke and ball. Unfortunately, the dusk of evening and the departure of our guests left the match drawn; Patterson, whose superiority, particularly in serving, was obvious, gave a repeatedly roused the onlookers to an applause which was somewhat contrary to the rules generally observed on such occasions.

The final result was 7 to 2 in favour of the German team. The Australians, who were manifestly at a disadvantage in playing with unaccustomed balls and unaccustomed courts and who were staled by months of continual hard play in various countries of Europe, intend to pay us another visit to play the return match. They may be sure of receiving a hearty welcome and of our not having forgotten the interesting and instructive exhibition given by them during their first visit.

Foreign Students' Union.

The number of foreigners studying at the various colleges (Hochschulen) in Berlin is very large. At the university, indeed, one student in seven is a foreigner; while those studying there and at institutes of university rank in the German Capital aggregate over 2000. These students have hitherto been organised in more than 50 separate associations. Without prejudicing, in any way, these older organisations, a general union of foreign students has been founded under the title of "Hauptgemeinschaft Ausländischer Studenten." The importance generally attached to this new creation may be gathered from the fact that representatives of the diplomatic corps and of the Government, as well as leaders in art and science, were present at the inaugural ceremony and were welcomed by the Rector of the University. On that occasion, it was stated that the objects of the new organization include lectures, travel studies, the cultivation of intellectual and social relations; while a special publication will be devoted to promoting the studies of foreigners in Germany and to making foreign countries familiar with German culture. A revival of the students' exchange scheme between Germany and Latin America is already observable. Moreover, the German capital has provided a suitable meeting-place for foreign students in the shape of the recently erected Alexander von Humboldt House. Altogether the movement is in the true university spirit and will undoubtedly help to further that exchange of thought between one people and another which is absolutely essential to the promotion of true mental and moral culture.

While her mother was shopping, Emily Dormer, 18 months, of Muriel-street, King's Cross, N., clambered on a stool, fell into a copper of boiling water and was fatally scalded.



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HUGE DESERT LINER FOR AFRICA.

TO CARRY 150 PASSENGERS AND BIG CARGO.

WHEELS 50 FEET HIGH.

A strange four-decked craft to carry 150 passengers and 200 tons of goods has been designed for new travel routes across the deserts of the world.

Mounted on cogged wheels 50 feet high it will be 150 feet in length and nearly 30 feet broad. Searchlights will enable it to travel by night and wireless will be carried.

"The ship of the desert," the slow, immemorial camel, which has carried men and merchandise over earth's dreary steppes and sandy wastes for long ages, has, of recent years, had its supremacy slightly threatened here and there by the desert-going motor-car and by the aeroplane.

But car and plane can transport only a few people, and very small quantities of goods.

If these were all that engineering science could offer to conquer desert ways for travel and trade, then the patient, picturesque, camel-caravan would not be likely to disappear for a considerable time yet.

Engineers, however, have of late been facing the problem of transport over the world's inhospitable regions, where railways would be expensive luxuries, and now the first "desert liner" is about to be "laid down."

It is really a sort of Nile steamer on wheels, designed to go where there are no rails or roads and to carry a substantial "passenger list" as well as many tons of goods.

It is to be 150 feet in length, nearly 30 feet broad, and 42 feet high. The great 50-foot wheels are "cogged," so as to grip perfectly, and the "liner" will be driven by two 450 h.p. motors.

It will have a "cruising speed" of 15 miles an hour, and strong searchlights will enable it to travel by night. While the flattest routes will naturally be chosen, it is believed it will be possible for it to negotiate inclines up to 30 degrees.

As will be seen, it is to have four decks. On the topmost will be the "bridge" and the accommodation for the commander and his staff, together with a long "promenade deck."

The two decks below will be occupied by the cabins for the passengers, the dining room, the lounge, the reading and smoking rooms, the kitchen and the "hold" for the travellers' luggage.

On the lowest deck will be goods, motors, oil tanks, &c.

150 Passengers.

The "liner" will be electrically lighted and will carry a wireless installation. It is designed to carry 150 passengers and 200 tons of merchandise, while its radius of continuous travel will be between three and four thousand miles.

It will most likely be launched on the "shores" of the Sahara Desert for its maiden voyage to Timbuctoo.

A London woman visitor to Skegness lost a diamond ring for which her husband paid £50 the previous week, and the finder was rewarded with 6d.

A train crashed into a motor-car at a level crossing at Curia, a water-line place to the north of Lisbon, killing five motorists, and injuring another.

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LORD CUSHENDUN'S HOUSE GUTTED.

RELATIVES' ESCAPE IN 2 A.M. OUTBREAK.

Cushendun House, Cushendall, Co. Antrim, one of the residences of Lord Cushendun, at present the acting-Foreign Secretary, was completely destroyed by fire recently.

The fire originated in a pantry, and quickly spread to the adjoining rooms, until the whole house was enveloped.

The house was occupied by Mrs. N. B. McNeil, her sister (Mrs. Butler) and her family, relatives of Lord Cushendun.

Mrs. McNeil awoke at 2.30 a.m. to find the lower part of the house in flames.

She warned her sister, and was able to get her two children, aged 4 years and 18 months respectively, out of the house before sending for help.

Police and neighbours made great efforts to put out the flames, but were unsuccessful. Mrs. McNeil lost personal property and jewellery valued at £200.

A few years ago Lord Cushendun's old residence, Glomona, which stood on the opposite side of the road to Cushendun House, was completely destroyed by fire. A new house was erected on the site of the old one.

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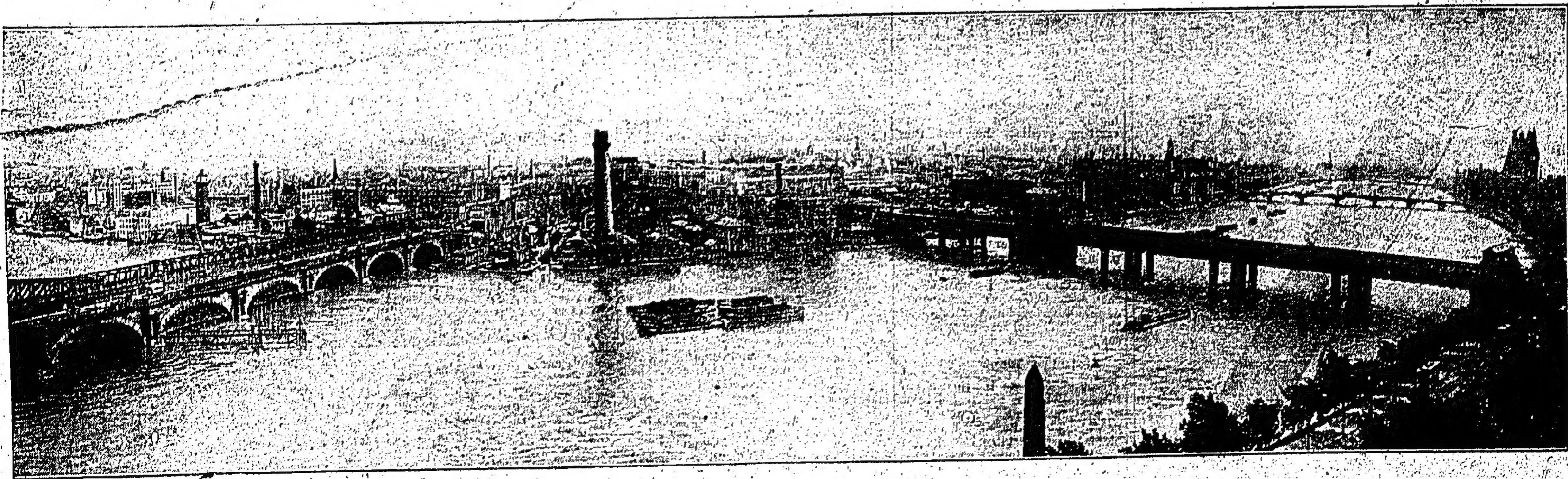
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CHARING CROSS BRIDGE: SITE OF THE PROPOSED NEW STATION.



The Charing Cross Bridge scheme, which involves the removal of Charing Cross railway station to the south bank of the Thames, will be considered by the London Council at their meeting soon. A special panoramic view of the Thames at Charing Cross, showing immediately opposite the observer the triangular Lion Brewery site to which it is proposed to remove the station. This view, it may be added, gives an excellent idea of the great curve in the river from Tower Bridge (left) to Westminster. (Times copyright.)

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WORLD'S GREATEST ORGAN.

WONDERFUL INSTRUMENT IN GERMANY.

St. Stephan's Cathedral in Passau possesses the largest organ in the world. Consecrated to its lofty purpose amid the strains of A. Bruckner's "Mass," only last Whitsun, it is a wonderful work fitted with every conceivable new device known to organ builders.

It consists of a main organ and four subsidiary organs, all operated from the console of the principal structure. Owing to its different situation, each of the five structures gives its own character to the music by modifying the timbre of the notes. The smallest and most distant of the supplementary organs is built above the vaulted ceiling; it has 13 different registers whose notes soar through the cathedral 30 meters above the heads of the congregation.

The entire complex structure possesses 16,106 pipes covering 10 octaves, which is almost double that of most pianos. The longest of these pipes has a height of 11.3 meters; a diameter of 1/2 a meter and a weight of over 6 cwt. Most of the pipes are flue-pipes, but about 2,000 are reed-pipes. There are five keyboards or manuals, 34 stops, 16 pedals, 6 swell pedals and two roll pedals. The wires by means of which all these work have an aggregate length of about 700 kilometers.

The organist is no longer forced to pull laboriously at the stop handles; he has merely to press a button or a key and the passage for the wind is opened electrically.

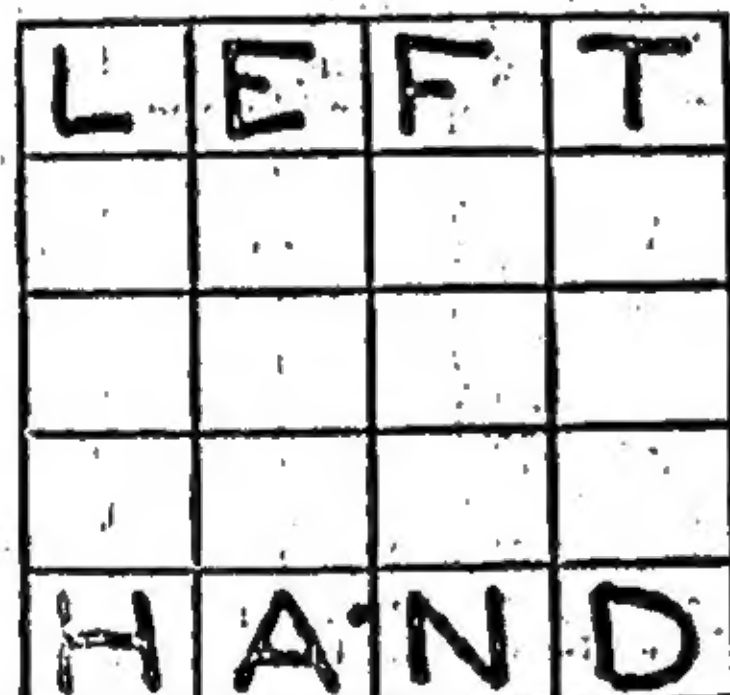
The bellows supply altogether 100 cubic meters of compressed air per minute. The register of the main organ is arranged in 6 rows one above the other.

A wonderful gradation of tone can be obtained by means of the seven swell-pedals. Of these, five are blind swells, each of which opens and shuts the blinds of a closed chest so that the sound can be strengthened or diminished at will. The two others are roll swell pedals which sound the whole of the register in rapid succession and in the order of their strength.

There are still about 2,000 battlefields pilgrims in France, most of them belonging to the parties which were held up in the Channel owing to fog.

LETTER GOLF.

It's easy to play LEFT HAND letter golf regardless of whether you're right or left-handed. Par is four.



1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page of this issue.

THE KITANO MARU COLLISION.

FIVE JAPANESE SEAMEN INJURED.

PASSENGER'S STORIES.

The Orient liner Otranto, and the Japanese steamship Kitano Maru were in collision in the North Sea on August 15th as reported at the time. Fuller details are given below.

Both put back to port, the Otranto to Immingham and the Japanese vessel to Hull. The Otranto's cruise was abandoned, her passengers being sent back to the places which they had left only a short time before.

None of the Otranto's passengers or crew was hurt, but five Japanese seamen were injured.

The collision took place about nine o'clock, when the Otranto was about 60 miles from Spurn. It was still light at the time, and the collision was witnessed by many of the passengers. The vessels, it appears, struck each other head on, and both of their stems were twisted, the Japanese steamer being more seriously damaged, chiefly below the water line.

According to one of the officers of the Kitano Maru, the Otranto rebounded from her, and struck her again in the same place, and then swung round at the stern and collided with the stern of the Kitano Maru. Captain Woods, a North Sea pilot of Middlesbrough, was on board the Japanese ship when the collision occurred.

Sir Lionel Earle's Account.

Among those on the passenger list of the Otranto were Admiral Sir Colin Keppel and Lady Keppel, General Sir William Liddell and Lady Liddell, Sir Harry Harward, the Hon. Selina Portman, Sir Thomas and Lady Smethurst, and Sir Lionel Earle, Permanent Secretary to the Office of Works, who was making a semi-official trip to Norway.

The passengers from the Otranto arrived at Mylestone Station by two special trains. From them accounts of their experiences in the collision were obtained. Sir Lionel Earle's narrative was especially graphic.

"We were at dinner," he said, "when the collision occurred. There was a terrific impact, and glass and china were thrown over the tables. In a second there was another impact, not so severe as the first."

"Several people rushed upstairs and put on lifebelts. None of us knew the extent of the damage, but most people, including the women, behaved with remarkable coolness."

"When we went upstairs we saw that our vessel's bows had been badly damaged. Luckily the sea was calm at the time."

"We remained stationary for about half an hour while the extent of the damage was ascertained, and then returned slowly to Grimsby, which we reached about five o'clock in the morning, and anchored."

"The worst of the whole business is the inconvenience caused. Most of the passengers, like myself, had sent their servants away, and have practically no home to return to."

"I shall have to go home and 'pig it,'" added Sir Lionel, with a laugh. "In my own case it is particularly unfortunate. I had arranged to do some official work in Norway. I had even chartered a special aeroplane for use there. Now everything is upset, it is hopeless to think of going there now."

Sir Lionel added that the Orient Company did everything possible for the passengers after the collision. Special trains were sent to bring them back to London.

No Panic.

Mr. H. J. Ward, a member of the Council of the Federation of British Industries, who lives at The Mill House, Farningham, Kent, said that the force of the impact was extremely great, and people were thrown from one side of the passage-ways to the other.

"Some people rushed for lifebelts, and although there was a

LOST IN STONE AGE FLINT PITS.

24 HOURS' ORDEAL OF MAN AND WOMAN.

Captain A. W. Orgill, Indian Army, and his sister, Miss Joan Orgill, of Garboldisham, Norfolk, have just had the unpleasant experience of being lost for 24 hours in the winding, underground tunnels known as Grimes Graves, at Worthing, Norfolk. They have been rescued, none the worse, by a policeman, who was one of a search party.

Grimes Graves, which are owned by the Forestry Commission, were the mines where the flint workers of the Stone Age obtained their materials. Within 20 acres there are 254 deep pits joined by a maze of tunnels.

Captain Orgill set out with his sister to explore the passages. They lowered themselves with a rope into one of the pits and, entering the passages, had gone only a short way when their candle went out.

They struck matches, but were unable to find the way back, and then their supply of matches gave out.

At 11.30 that night, Sergeant Bowman, of Brandon, receiving a message that the couple were missing, organised a police search party, and throughout the night the neighbourhood of Grimes Graves was searched.

Unavailing Search. The searchers failed to find any trace of the explorers, and at five o'clock on the following morning, they suspended operations and returned to Brandon. More helpers were obtained and with spades and ropes they returned to Grimes Graves. Another long search followed and Captain Orgill's motorcycle was found near the mouth of one of the pits.

Police constable Gilham was lowered and he began a systematic search of the passages. In a quarter of an hour he found the missing couple and led them back to daylight. They had lost count of time and were under the impression that it was midnight.

Captain and Miss Orgill were away from home when a Press representative called, but their mother said they were none the worse for their experience.

"My son had been to Grimes Graves before," said Mrs. Orgill, "but he thought he would like to look round them again, so he and his sister went there. They were in a small tunnel when the candle went out, and they lit matches to help in finding a way out. Their matches came to an end and they lost their way in the darkness."

certain amount of consternation there was no panic. Our bows were crumpled up like paper, but the Japanese boat was in an even worse condition."

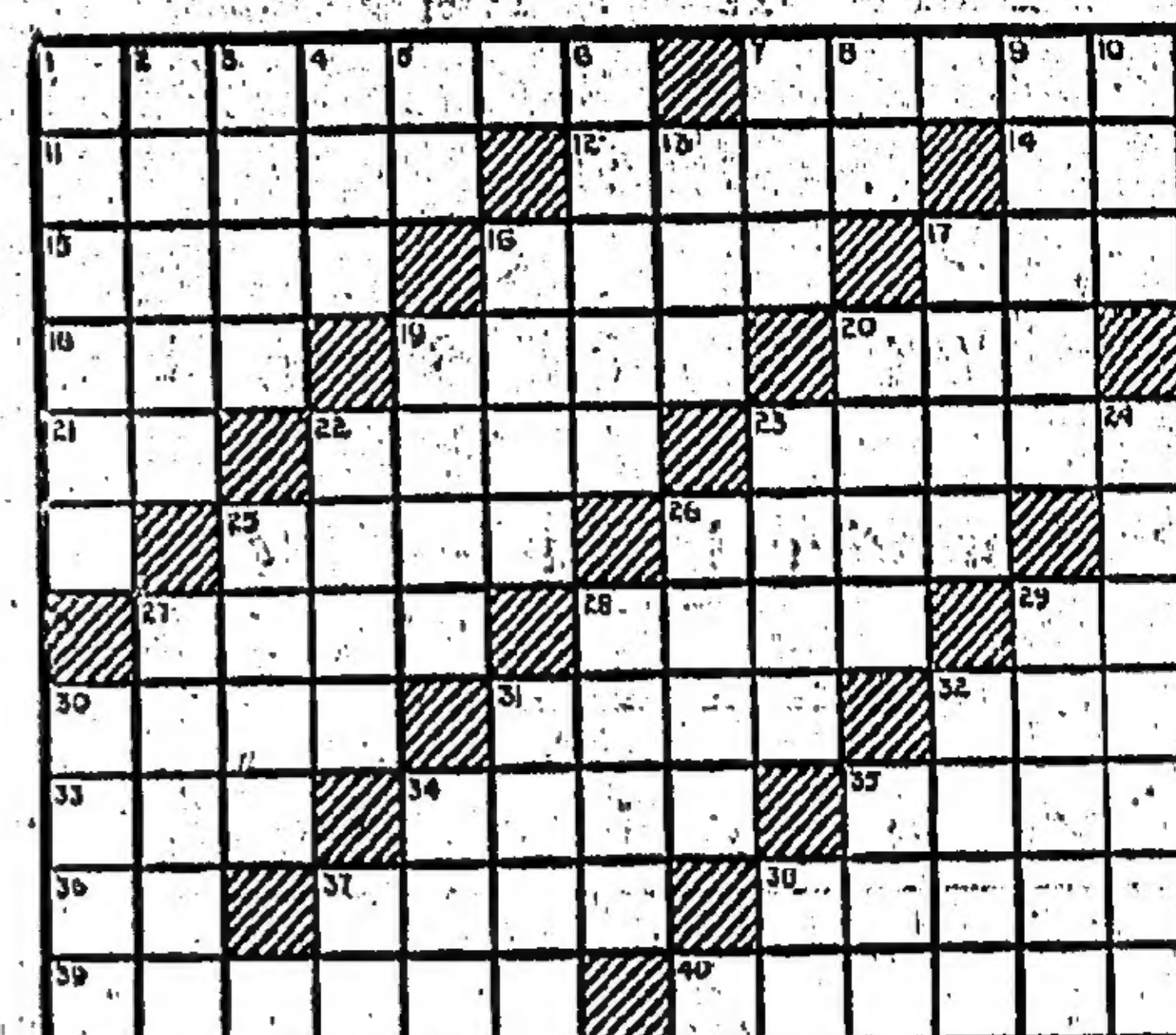
Another passenger, Mr. G. Smith, of Newcastle, was with his wife in the ship's dining room when the collision started them. "For a moment," said Mr. Smith, "the ship seemed to shiver. The light from the portholes on one side was obscured. We could see the side of another ship through the portholes. It struck us, but quite lightly, and for a moment seemed to come to rest alongside. We could look right through the other boat's portholes into the cabins. There was a confusion of scared faces."

Asked whether the accident would spoil his holiday, Mr. Smith laughed and said, "Oh, no! My wife and I have already decided to go to Southsea instead."

When the passengers arrived at Mylestone station, London, they were each handed a typewritten letter from the management expressing regret at the accident and informing them that in the course of a few days their passage money would be returned and also the amount of their railway fares.

The Damaged Vessels. The Kitano Maru reached Hull late in the afternoon. She was towed up the river by two tugs, and her own pumps, supplemented by those of one of the tugs, were operated to cope with the rush of water into the forehold. A hole

OUR CROSSWORD PUZZLE.



Horizontal.

- 1 District proviso in a formal document (pl.)
- 7 Leaven.
- 11 What mammal belongs to the "Equidae" family?
- 12 Sound of a bell.
- 14 Dad.
- 15 Piccolo.
- 16 480 sheets of paper.
- 17 Revolver.
- 18 Long bench in a church.
- 19 What is any species of the animal family "Ursidae" called?
- 20 Vehicle.
- 21 Abbreviation for "postscript."
- 22 What ruminant mammals form the "Cervidae" family?
- 23 Vargo.
- 25 Rod.
- 26 What animal belongs to the "Capra" family?
- 27 Loose earth.
- 28 What is the typical bird of the "Corvus" family?
- 29 Alleged force producing hypnosis.
- 30 Price.
- 31 To ramble.
- 32 Curse.
- 33 Unit.
- 34 Side branch of a feather.
- 35 Caterpillar hair.
- 36 You and me.
- 37 What is the typical animal of the "Lepus" family?
- 38 What animal belongs to the "Ovis" family?
- 39 Decorous.
- 40 Rear ends of vessels.

Vertical.

- 1 Rough with short, tumultuous waves.
- 2 Divisions of the brain.

- 3 In order.
- 4 To employ.
- 5 Point of compass.
- 6 A lance.
- 7 Sweet potato.
- 8 Dolly.
- 9 To reject with disdain.
- 10 Light brown.
- 11 Organ of hearing.
- 12 Long grass.
- 13 Manner of walking.
- 14 Crooked.
- 15 The crop of a bird.
- 16 To start quickly and run with velocity.
- 17 Long spar.
- 18 Abducts.
- 19 Sanguineous.
- 20 To clutch.
- 21 Person receiving a gift.
- 22 Heart of an apple.
- 23 Made of oatmeal.
- 24 What are the typical mammals of the genus "Bos"?
- 25 Uncommon.
- 26 Ale.
- 27 Baseball club.
- 28 Personal pronoun.
- 29 Exclamation of laughter.
- 30 Abbreviation of "street."

Yesterday's Solution.

GATA RED FILL
ABOUT AREA
SAGO NOR NEAT
MANSION
OTO DEE REDAN
BONNET ADDUCE
IDEAL ARE GET
TESTERS
MENU TON LAST
ALAB ANA OLIO
WIPE YES WENT

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In the port bow extended from the fore-deck to below the water line, and was fifteen feet wide at its broadest point.

The ship was down at the head as she was brought into dock.

The Otranto is one of the newest and most luxurious of the Orient line's oil-burning steamers, having been built by Vickers at Barrow in 1925. She is a twin-screw boat of 20,000 tons and is commanded by Captain Staunton.

The Kitano Maru is a twin-screw ship of 7,952 tons register, built in Japan for the Nippon Yusen Kaisha (the Japan Mail Steamship Company, Limited) in 1909. She carries a crew of 162 officers and men. She was partly loaded for a voyage from Middlesbrough to the Far East via Antwerp and London. Her cargo consisted of about two thousand tons, mostly iron and steel.

FRECKLES AND HIS FRIENDS



A Clue?

By Blosser

SEE
IMPORTANT
ANNOUNCEMENT
ON PAGE 13.

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OF THE MUNICIPAL BREWERY

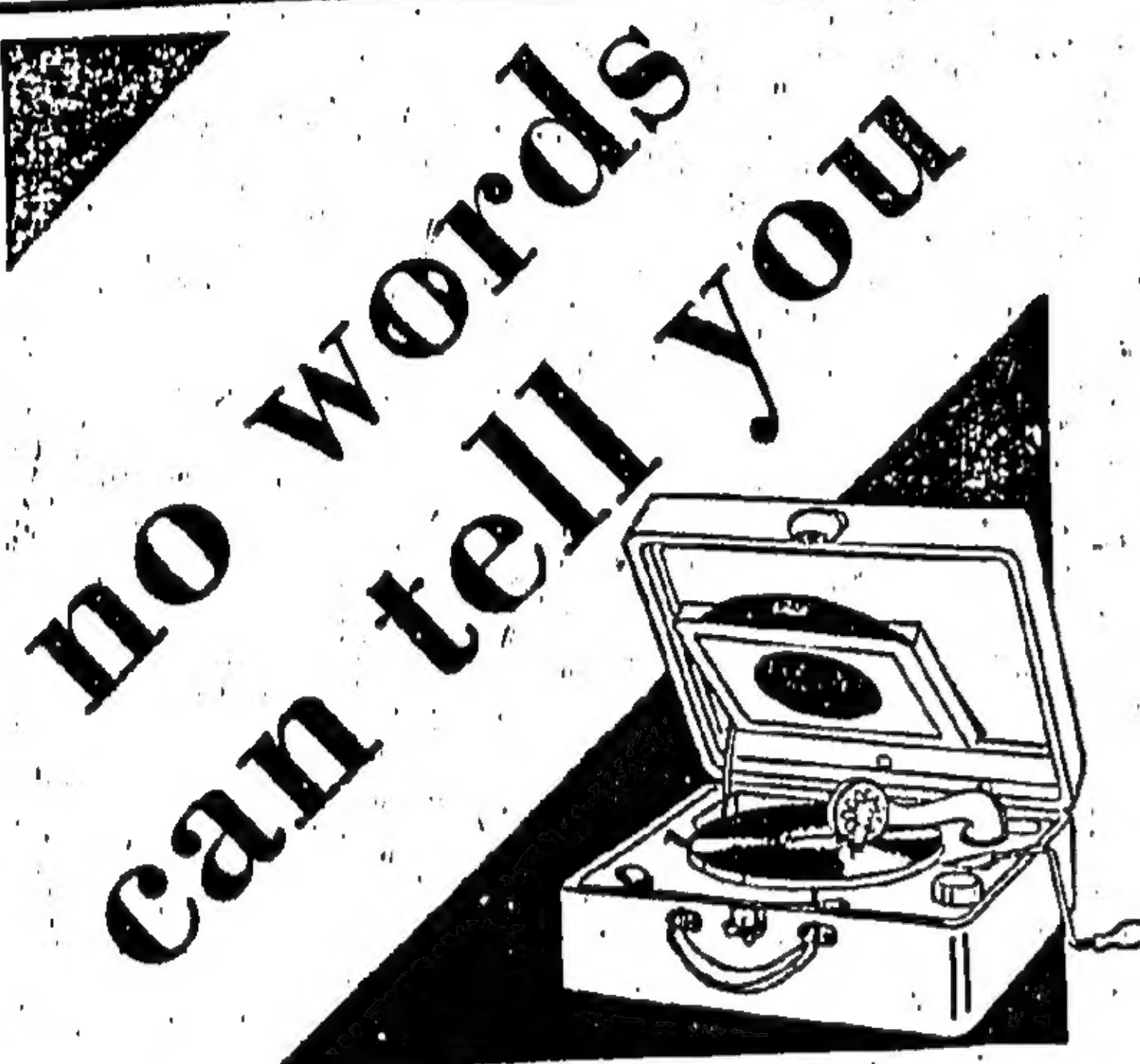
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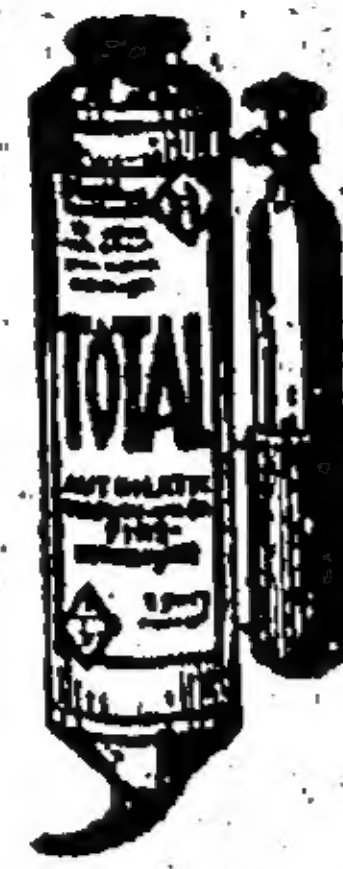
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OF THE BEST.

SILVER WEDDING.

HENDERSON—DIXON.—At Gon-
rock Parish Church on August
26th, 1903, by the Rev. Alex.
Milne, Archibald Kerr Hen-
derson, Hongkong, to Helen
Jane, daughter of the late
Mr. John Dixon and Mrs.
Dixon, Avon Bank, Gourrock.

The
Hongkong Telegraph.

SATURDAY, SEPT. 8, 1928.

MODERATION WINS.

That the moderate element at the present time dominates British Trade Unionism was again demon-
strated by the decision of the Congress on Thursday to support the movement for industrial peace. Such opposition as there was came from a few of the smaller Unions, and it is noteworthy that the transport workers, the railwaymen and the miners were united in their desire to see a continuance of the happier relations between Capital and Labour which have resulted from the formation of a joint council representative of employers and employed. In other words, the great majority of the workers are now convinced that it is wise to come to terms with their employers, whilst only a relatively small minority wants to prosecute an unmitigated and fruitless class-war. There can be little doubt that this policy of moderation is a direct outcome of the failure of extreme measures such as the General Strike, to which the establishing of direct contact between industrial leaders and the Trade Unions is a distinct reaction.

Since the Joint Conference was first convened, a great deal of very useful work has been accomplished. Recently, the committee of this organisation dealt, for example, with the question of Trade Union recognition, and came to the conclusion that the Unions should be regarded as "the established machinery for the discussion and negotiation of all questions of working conditions." It also declared that negotiations are facilitated if the workmen are unionists and the employers are likewise organised. But the keystone of the industrial bridge created by the movement is the National Industrial Council. This is constituted in two halves—one

consisting of the members of the T.U.C. General Council, and the other of an equal number of employers nominated by the Federation of British Industries and the National Confederation of Employers' Associations. So far, the meetings of this Council have been most fruitful in results, both to employers and employed, and now that the movement which it represents has been so strongly endorsed by the Trades Union Congress, we may reasonably hope for less industrial strife in the days ahead. Indeed, a new era in industrial harmony would appear to have been ushered in. As one of the speakers said at Thursday's Congress meeting, the voice of the worker can now be heard in the control of industry, and by meeting the employers on friendly lines the British Trade Unions are acting in accordance with the development of trade unionism in most parts of the world.

The extremist idea that Labour should fight Capitalism until the system is destroyed was tried out in the General Strike, but happily it did not succeed. When the crash came, the Trade Union leaders began to wonder whether, after all, it could be a wise thing to destroy the industries by which the workers lived. They were aided, no doubt, in their reflections by two concrete cases—in the United States, where private enterprise is unrestricted and the Unions live in harmony with the employers, wages go on improving and industrial troubles diminish; and in Russia, where private enterprise has been destroyed, wages are low, conditions wretched and unemployment enormous. The Great Strike caused both the strike weapon and the fallacies on which it rested to fall into discredit with the working men. Good sense has at last triumphed, and so long as the present contact between Capital and Labour is maintained, we may hope for a continuance of that industrial peace which is so essential to the nation's welfare.

An Air Record.

The setting up of a new record for the flight from India to London will without doubt be regarded by Captain C. D. Barnard as ample return for his patience in the face of a series of misadventures. The "Princess Xenia" had apparently been dogged by ill-luck from the beginning, commencing with engine trouble which delayed the plane at Bushire for over two months, and ending with a cracked propeller, which had to be replaced. Captain Barnard's determination to complete the course, however, had its own reward, and the final stage, from Karachi to Croydon, a distance over 5,000 miles, was covered in four and a half days. The performance, taken by itself, is a splendid achievement, chiefly gratifying since it goes a long way to justify confidence in the practicability of a regular service from London to India and back within a period of eight or nine days. It was this which the "Princess Xenia" set out to prove. New developments in aircraft are likely to reduce this time by an appreciable extent in the near future, though experiments could be carried out to better purpose if they are conducted on differently organised lines, some insistence being made that the pilot shall land at certain points en route, namely, the different air stations for the commercial service projected. The value of the flight could thus be estimated in a much safer degree for practical purposes. The Air Ministry are now conducting an interesting experiment, an attempt to evolve British aircraft capable of remaining in the air for three days and three nights continuously. The design is a departure from usual British practice in that a monoplane form, instead of biplane, has been chosen. This is in deference to past experience in regard to long distance flights. It is safe to say that with the exception of Sir John Alcock's success in 1919, all machines which have successfully flown the Atlantic have been monoplanes, including the Italian craft "Savoia" which flew from Rome to Pernambuco non-stop. If the Empire is to be linked up in the near future with a chain of aerial routes, machines capable of long endurance flights will have to be developed. When the right machine has been found, Captain Barnard's record will quickly go by the board.

DAY BY DAY.

THAT CHARITY IS BAD WHICH TAKES FROM INDEPENDENCE ITS PROPER PRIDE, FROM MENDACITY ITS SALUTARY SHAME.—Southey.

His Excellency the Officer Administering the Government has appointed Mr. Douglas Alfred Rushton to act as Assistant Secretary to the Sanitary Board.

Rural Building Lot 316, situated at Taitam-village, is to be offered for sale on the 17th instant. The area is 3,600 square feet and the upset price \$210.

The King's exequatur empowering Mr. Jose Gascon Ch Gonzalez de Bernedo to act as Honorary Consul for Guatemala in Hongkong, has received His Majesty's signature.

At the P. W. D. offices on the 24th instant, New Kowloon Island Lot 1,155, situated at Shamshui-pu, will be offered for sale. The area is about 3,690 square feet and the upset price \$4,012.

It is notified that, at the expiration of three months, the Auctioneering and Brokering Company, Limited, will, unless contrary is shown to the contrary, be struck off the register and the Company will be dissolved.

About Hong Kong.

Do you know that—

The Sailors' Home at West Point was originated by Mr. Joseph Jardine, of the firm of Jardine, Matheson and Company.

He set the scheme on foot and gave a sum of \$20,000 for the purpose. The community provided further donations and in July, 1861, the Government made the gift of the site.

Building operations commenced in 1862, and the Home was opened some three years later.

In the meantime, financial difficulties were encountered, and Mr. Robert Jardine, a brother of Mr. Joseph Jardine, gave a further \$25,000 and undertook to carry on the Home at his own expense for three years.

Sir Percy and Lady Newson, with Miss Muir Newson, sailed from Quebec in the Empress of Australia, on August 11, on their way to Hongkong. Sir Percy and Lady Newson expect to be back in England on November 10.

Passengers arriving on the Taling yesterday included Dr. and Mrs. H. G. Anderson, Dr. and Mrs. Shellahar, Mr. and Mrs. Ezra Abraham, Mrs. B. Walker, Capt. Q. R. F. Johnston, Capt. E. H. Jacobs-Laford, Mr. P. Haddon and Rev. and Mrs. Snyder.

The Offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Long Vacation, except on Public and General Holidays, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon, subject, however, to the provisions of Section 5 of the Supreme Court (Vacations) Ordinance, 1898, so far as relates to the Criminal Sessions. The Long Vacation commences on the 20th instant, and terminates on the 17th October, (both days inclusive).

The health bulletin for Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths.—Plague, Basra 1, Port Said (1), Rangoon (3), Colombo 1 (1), Pnom Penh 1 (1); Cholera, Bombay (2), Calcutta (7), Madras (34), Vizagapatam (5), Pondicherry (2), Bangkok 1; Pnom Penh 1 (1), Shanghai 1; Small-pox, Port Sudan 1 (1), Bombay 4 (3), Calcutta 4 (3), Madras 19 (5), Montevideo 4 (1), Negapatam 7 (3), Pondicherry (3), Fontenak 1, Pnom Penh 4 (3), Shanghai 1.

EXCHANGE RATES.

	London, Sept. 7.
Paris	124.25
Brussels	34.90
Amsterdam	12.10 1/4
Berlin	20.86
Copenhagen	16.19
Vienna	34.42 1/2
Helsingfors	132 1/2
Lisbon	107 1/2
Rio	5.57 1/4
Buenos Aires	47.11 3/32
Shanghai	2 1/2
New York	4.85 5/8
Genoa	25.20
Milan	32.70
Stockholm	16.19
Oso	103 1/2
Prague	29.20 1/2
Madrid	37 1/2
Athens	16.19
Bucharest	700 1/2
Bombay	1/16.31/32
Hongkong	2/0 1/4
Yokohama	1/10.23/32
Silver (spot)	20 1/2
Silver (forward)	20 1/2

—British Wireless.

LETTERS FROM HONGKONG.

21.—The Two Sides of the Problem.

In dealing with the problem, as it immediately affects Hongkong, let us examine, as fairly as we can, the points of view of the two parties to the question.

Soldiers arriving in Hongkong come, in general, either from England or from India. Now, in England the Army Officer has a fairly definite notch in the social scheme; that notch being in fact old enough to take him at a generally accepted value. Indian stations, on the other hand, are in many cases run almost entirely by military men. The civilians exist more in the character of "camp followers."

Back in early days, before the Indians had any definite finger in the British Government pie, the semblance of co-operation was there. England in effect took over a working machine. The method of extending the East India Company's frontiers was in general to make "alliances" with the native Princes, who still remained as nominal rulers of their provinces. The consequent implied connexion between the civil element and the native population caused the Army officer to view the former in a light which depended largely on the individual's racial prejudices.

Things are rather different now, of course, but a point of view, once established, is apt to die hard, particularly when it has become almost a military tradition. The Army officer in India has, in fact, been accustomed in the past to regard himself, rightly or wrongly, as a person of some importance in local, if not in Imperial affairs.

Coming to Hongkong, then, from either England or India, he sees no particular reason why his position should be any different. "This Colony," says the Army, "was taken by the Army, enlarged by the Army, preserved by the Army. If at any time there were no Army, there would very soon be no Colony. Even a little trouble like the 1925 strike shows how essential the Army is to the well-being, if not the very existence of the whole affair. Very well then, we may expect to be treated with a certain consideration, such as we have been accustomed to receive elsewhere."

What do we find? That the Army Officer is given the magnificent concession of being allowed to ride half-fare on the trams if he travels in uniform, but through various causes, his pay and allowances carry him no farther than, if as far as they do, in England; that if he is punctilious in his calls, he will be invited occasionally—very occasionally—to carefully selected parties at Government House, whence, unless he takes special steps on his own behalf, he will come away as friendless as he went; that he is looked on generally, from the point of view of the welfare of the Colony, as rather an encumbrance than an asset; that even the Hongkong Club (which I understand was founded as a Naval and Military Club) admits Army officers only on the same status and conditions as visitors. (I am happy to note, however, that the Club made, the other day, a satisfactory and sensible alteration to their articles of association which puts Service members on a very fair footing.)

There is another subject about which soldiers are naturally reticent, but on which, in the privacy of their own circles when kindred matters bring it to the fore, I have heard them speak, and that is Hongkong's share in the war. Briefly the soldier's view is this:

"Hongkong was a very long way away from the war, the trials and troubles of which did not touch it very directly. Trade, however, received the usual artificial stimulus from which the inhabitants, who only sent a small percentage to fight, derived no little profit. Wealth in fact rolled into the place, and at the end of the great struggle Hongkong found itself faced with possibilities of "development" such as had hardly been dreamed of, before. Gigantic schemes of site levelling, sea reclamations, and pleasure roads were embarked upon, while the talpans built for themselves pleasant villas in out-of-the-way spots.

The fact that all this put up the cost of living worried nobody (except a few people with more or less fixed incomes, like the soldiers) until the Great Strike and the trade slump came to help people recapture their sense of proportion. "How this orgy of wealth-getting," say our military critics in the privacy of their mess rooms, "has left behind it a curious psychological state. There runs, subconsciously and unexpressed, even in thought, through the minds of those who

made their bit out of the boom, a feeling of doubt which is almost akin to guilt; carrying with it, as such a feeling always does, a vague distaste for those others who have done their duty with but little reward, and who afterwards come out and stand in silent, even in unconscious accusation. It finds expression sometimes in irritating paragraphs (there was a guide book published I believe in 1924 which referred to "our unwanted military incubus," or some such phrase) sometimes in speeches, but more generally in a vague, ill-defined feeling, baffling to the analyzer, and disconcerting to the new arrival."

This, then, is what they say, with how much justification every man must judge for himself. It is not a complaint. The soldier may be noted as a prize grouser, but he is not given to this form of complaint. Not the least of his irritating qualities is a faculty for looking after himself. He feels he can get along very well without civilian appreciation, if such is not forthcoming. He is, taken non individually, self-sufficient. Some people may go so far as to call it self-satisfaction.

The Civilian point of view is perhaps simpler. It can at any rate be stated more shortly. The Traders, they say, have made Hongkong. No matter how they made it; there is as much of honour in the history of trade as there is in any campaign. Picture to yourself old Matheson, clinging grimly to his office and godowns, while the others, in fear lest England should withdraw her foot from China, fled to Macao—and bankruptcy. Matheson stayed, and others came, and together they built Hongkong. In all the history of the British Commonwealth, trade has been the pioneer. First was the merchant adventurer and after him came the soldier.

Profits? What are profits but the means of livelihood? How far would the soldier go if the men who earned the money were not there to pay him?

And this brings us up to what is considered by some people to be the crux of the whole matter, to wit the "Military Contribution." The Colony is called upon to give 20 per cent. of its revenue towards the military expenditure of the local forces. Now there are two reasons why this contribution is regarded with disfavour. In the first place, a rough calculation shows that the citizen of England only pays about 10 per cent. of his taxes towards military expenditure, instead of 20 per cent. And secondly the sliding scale of the contribution awakens under certain circumstances a sense of injustice.

If, for instance, the Government of Hongkong decides to raise some more taxes in order to meet a recognised social need, the citizens of Hongkong, though they might object, would probably appreciate the social necessity. But what they don't see is why any of this extra burden, which they have voluntarily assumed for a specific purpose, should be applied elsewhere, to wit, relieving the Imperial Government of part of the cost of the Hongkong Garrison. It is useless to point out that there are answers to both these grievances: that the people of England pay their 14 per cent. (or whatever it is) for an Army for which they have no direct need whatever; and that, apart from a percentage charge on income, there does not seem any just alternative whereby the inhabitants of a continually growing Colony can be asked to contribute to their own defence. The grievances still remain; and as there does not seem to be any immediate prospect of an amendment to the system, they must be faced with what equanimity we can command.

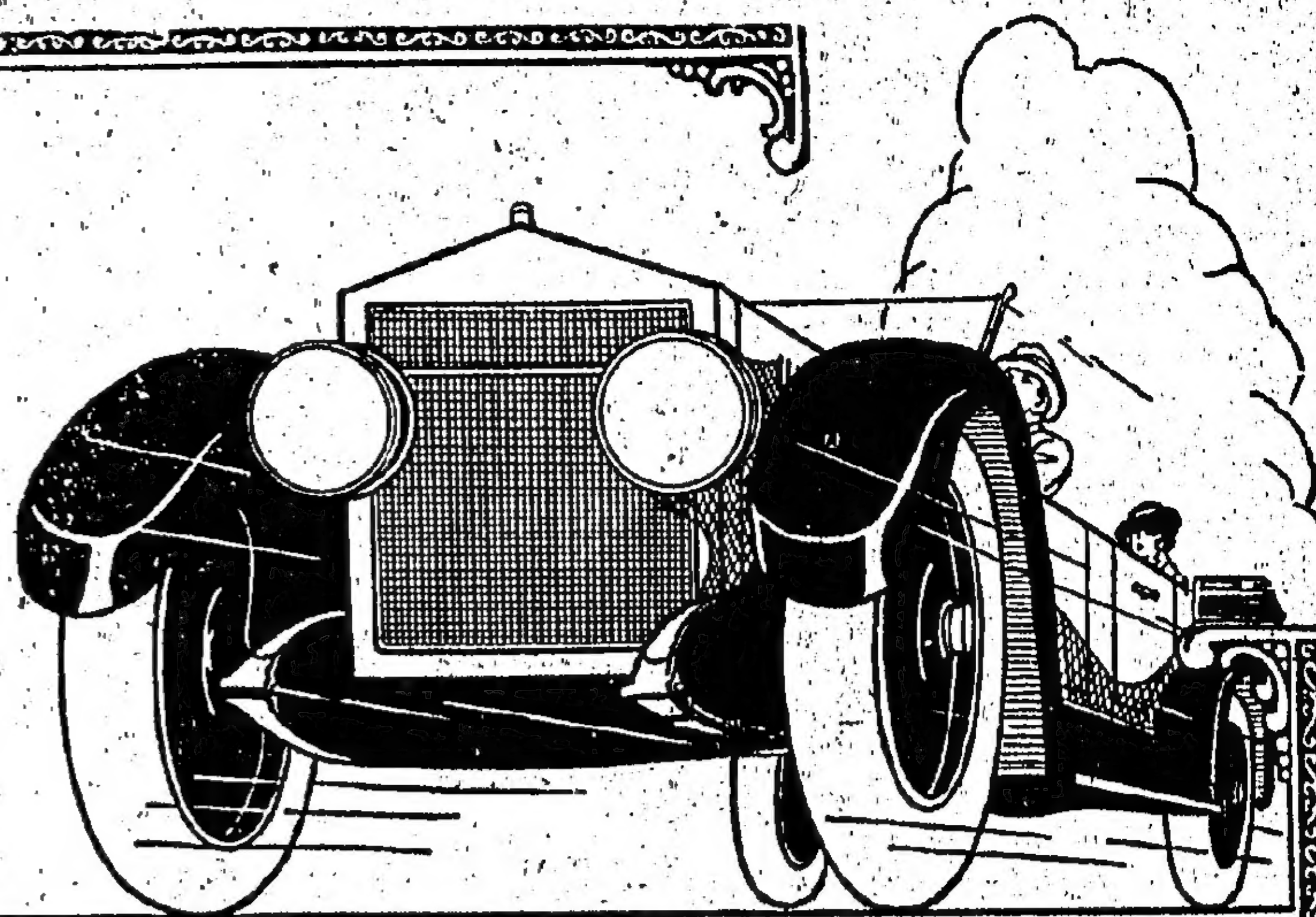
"We had a Colonel in this office," said a business man to me the other day. "Some time ago, it was. Recently arrived from India. He came in with all sorts of demands; wanted us to do this and that and the other. . . . I tell you. We soon had to put him the right way about. Told him he wasn't in India now. That out here we knew how to run our own show. . . . Oh yes, its different you know. No doubt it seems a bit strange to them. . . ."

So much for what are apparently the two points of view. I think it is fairly evident that they don't strike the root of the matter, which is not such a cut-and-dried affair as can be approached from two sides only. In my concluding letter on the problem, I shall discuss certain further aspects and draw what conclusions I can.

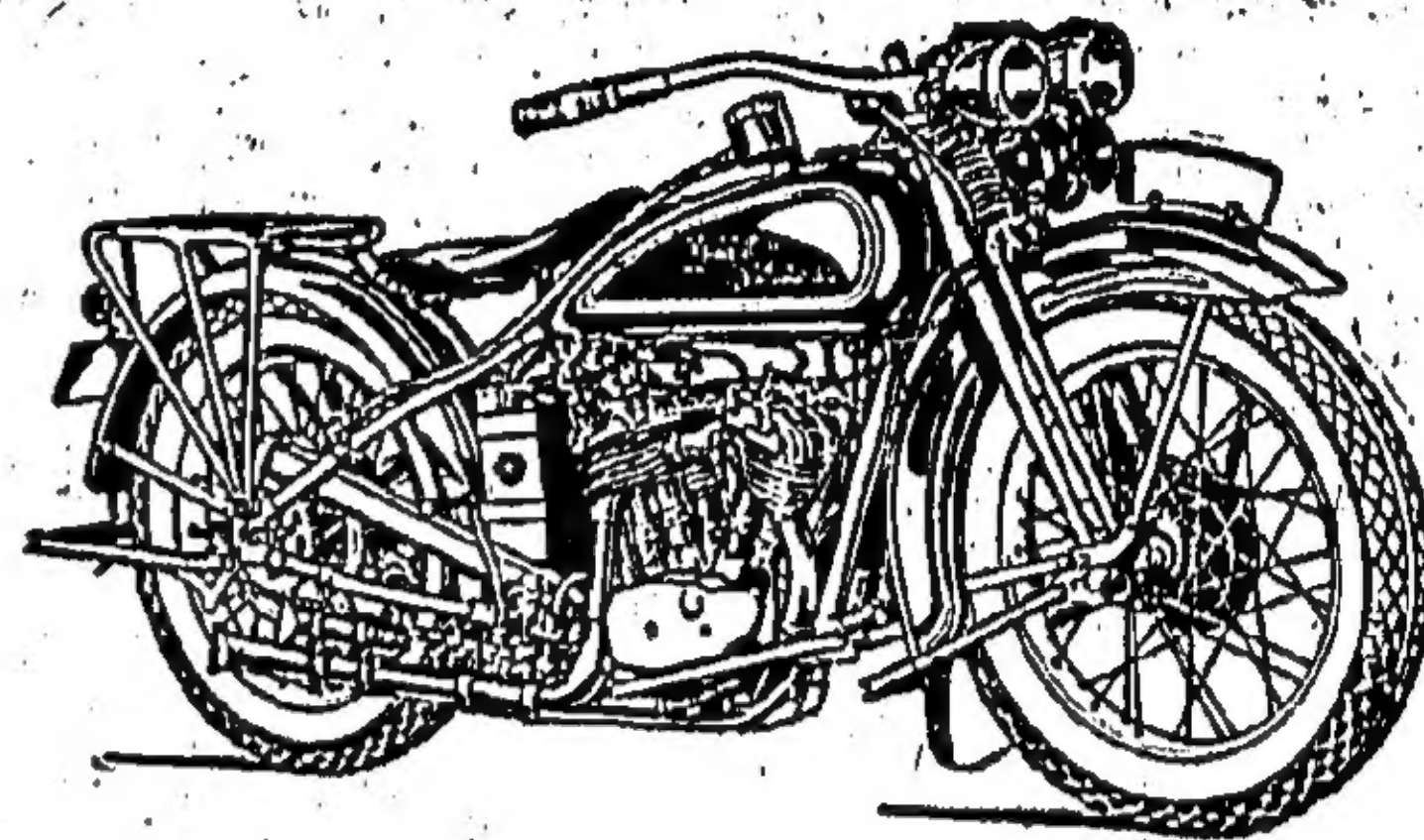
ZIM.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 8th SEPTEMBER, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



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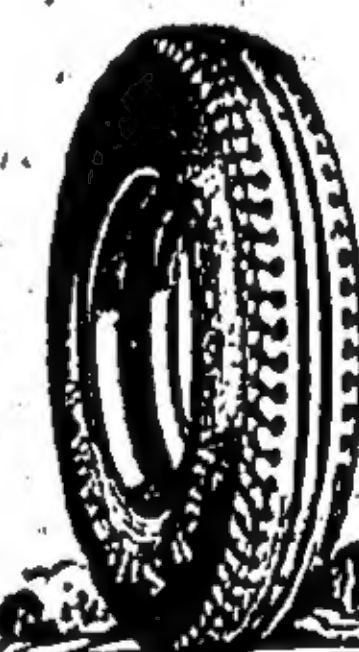
New Features for 1929.

- 2 Bullet Headlights — more and better light
- Generator Output Controller — instant regulation
- 4 Tube Muffler — more quiet exhaust
- Clear-the-way Horn — greater safety
- New Electrical Panel — with ammeter
- and a host of other important advancements

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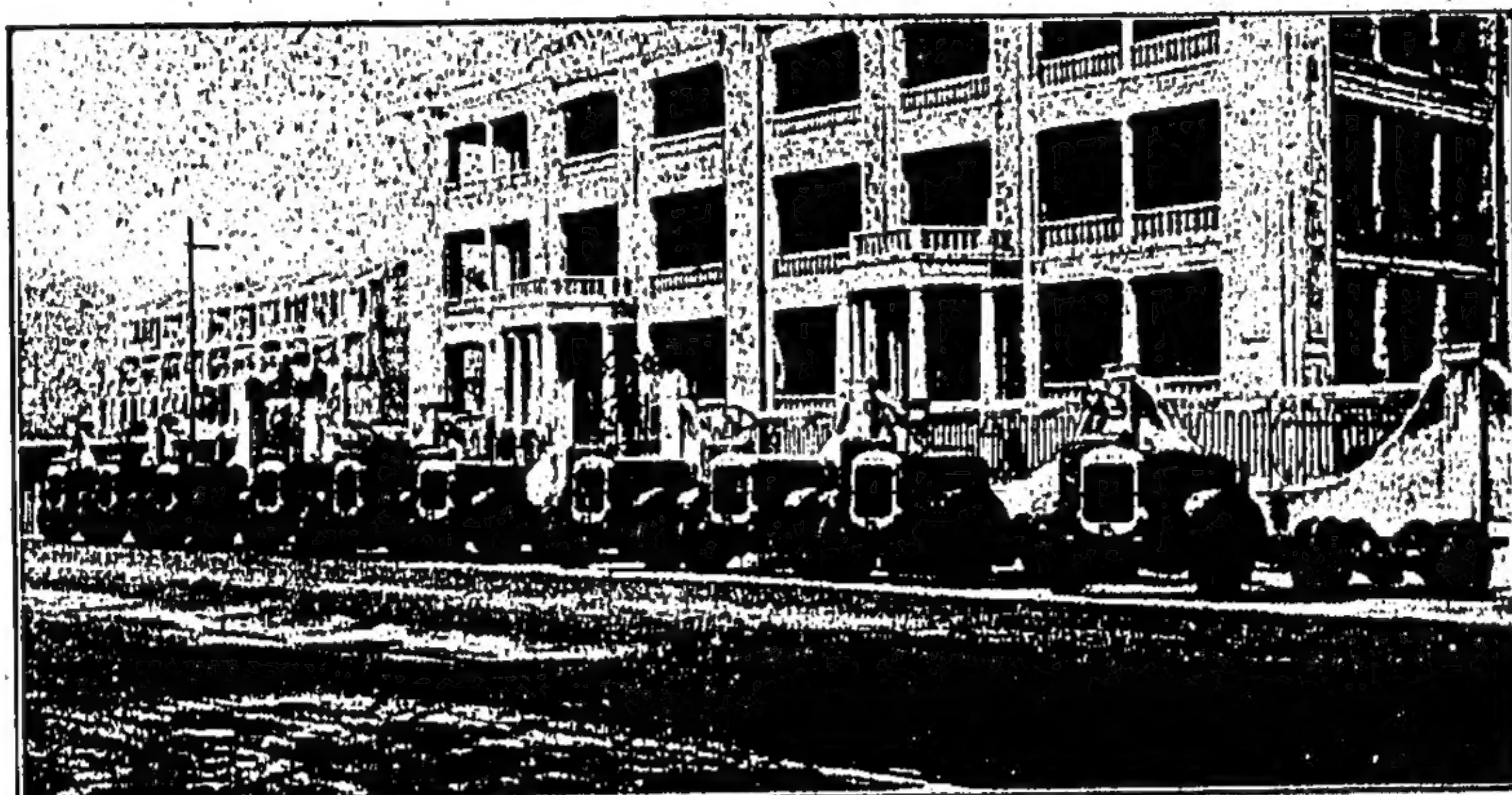
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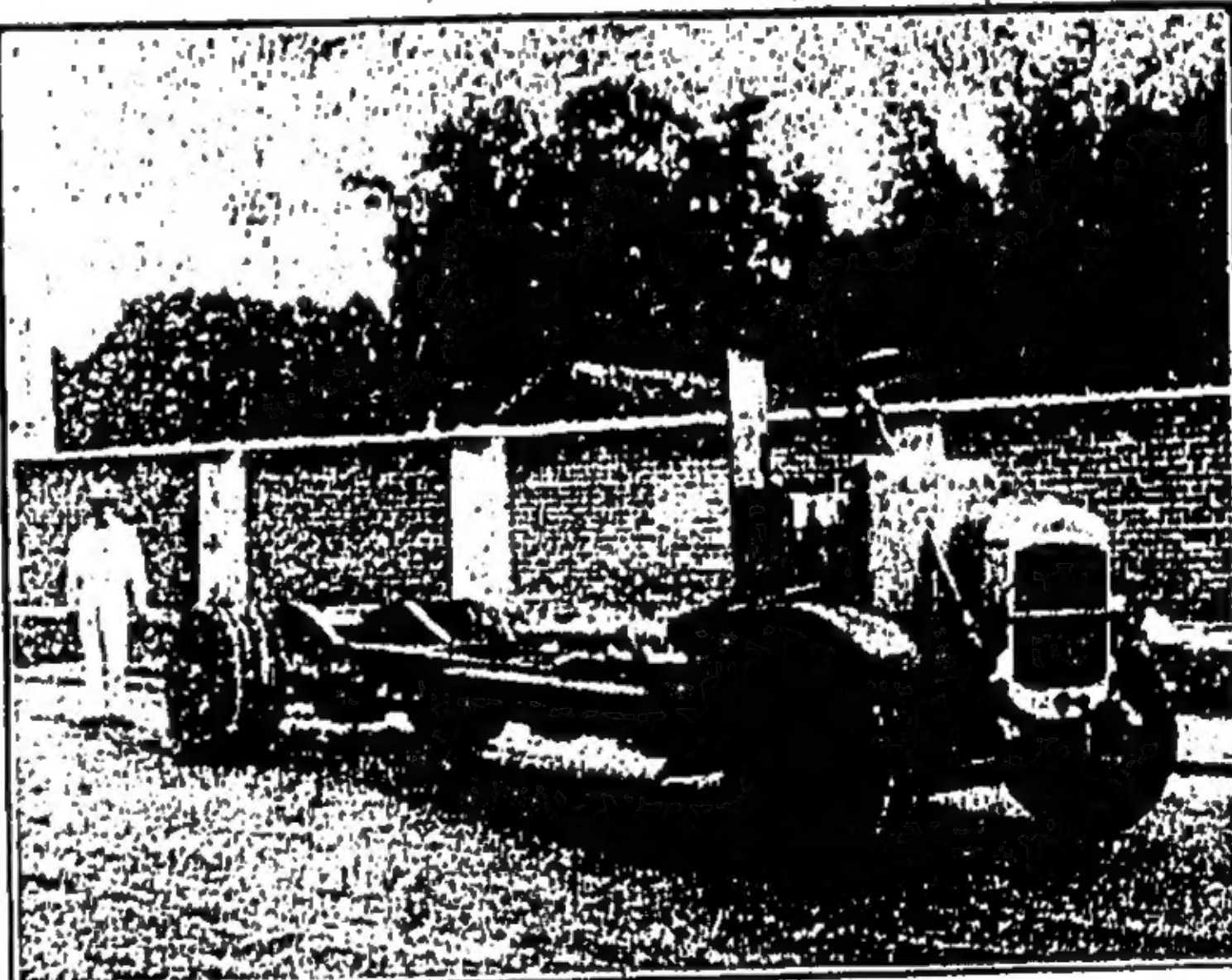
MORE THORNYCROFTS FOR KOWLOON.



The above picture shows the fine fleet of Thornycroft vehicles which has been added to the China Bus Company's Service operating in Kowloon and districts. As already mentioned, the Company has been running a number of Thornycrofts since November last, and it is because of the success of the original buses, that this large repeat order was placed with Messrs. Thornycroft's Hongkong representative.

This particular type is known as the "A2 Long" chassis with low straight frame and the specifications of the engine are as follows:

Type "FB/4," power unit 3 1/2 ins. (95 mm.) bore x 5 ins. (127 mm.) stroke. Cubic capacity 233.2 cu. ins. Will develop 35 B.H.P. at 1,500 r.p.m. and up to 45 B.H.P. at increased revolutions. R.A.C. H.P. 22.5. The four cylinders are of the monobloc type with detachable head. This facilitates easy inspection of both inlet and exhaust valves, which are on the near side of the cylinder block, side by side, and operated from one camshaft. The valve tappets are adjustable, and totally enclosed by removable covers; the tappets have exceptionally large surfaces in contact with the cams, eliminating any possibility of undue wear. The cylinder block is bolted to the crankcase, which carries the crankshaft and camshaft, the crankshaft of large diameter being carried in three long die-cast white-metal bearings, the caps of which are bolted to the top half of the crankcase. The bottom half of the crankcase can be removed without disturbing the main bearings, which ensures an easy means of inspection of the



One of the "A2 long" type chassis.

wherever the name "Thornycroft" appears.

The Kowloon Motor Bus Company have also adopted Thornycrofts, and an order for ten of the "UB Forward" type has recently been executed. Further orders for the same make of vehicles have been placed and will duly be completed.

It should be mentioned that the Thornycroft system of direct representation is of the utmost value to users of Thornycroft products, ensuring, as it does, the availability of expert advice such as is given to those who reside within easy reach of the actual headquarters and factories of the Company.

by chain throughout, the gears providing solo ratios of 5.05, 8.2 and 14.12 to 1, while the standard sidecar ratios are 5.73, 9.3 and 15.9 to 1.

One is impressed by the sporting lines of this new model. The engine and gearbox are carried in a straight tube frame, the sloping top rail is covered by a welded steel, unbreakable saddle-tank with patent attachment lugs, and has a capacity of 2 1/2 gallons. This tank which is finished in the new Triumph colours of black with sage blue panels, tapers off gracefully allowing the saddle, a Brooks' supple seat, to be placed well forward and low down. This results in a very comfortable riding position to which the special design of the handlebar contributes in no small degree. As the main tank is devoted to fuel, oil is carried in a separate tank, holding 3 1/2 pints, behind the saddle tube. The front brake which is hand controlled is of the internal expanding spring ring type giving a slight servo-action, 6 in. diameter, and the foot-operated rear brake is of the internal expanding shoe type, 7 in. in diameter.

Dunlop 26 in. x 3.25 in. cord tyres, steering damper and foot-rests, adjustable to two positions, complete what has been described in the technical press as "a machine without a fault."

WARNINGS TO MOTORISTS.

Sir Arthur Spurgeon on
"Unfair" Procedure.

The position of a motorist who, after being reported for a minor offence in the Metropolitan area, receives a warning letter from the police authorities, is made clear in the following statement issued from Scotland Yard recently.

"In the event of a person who has received one of these letters being reported again for an alleged motoring offence, the fact that he has already been warned will be taken into account by the Commissioner in arriving at a decision as to whether he shall be summoned or not."

The final paragraph in the warning letter reads: "He (the Commissioner) will... feel bound to take the circumstances into account if you should again be reported for an alleged offence."

Speculation arose as to the exact meaning of this passage, and it was apparently with a view to removing any misconception that the above statement was issued.

Sir Arthur Spurgeon, Chairman of the Croydon County Bench, said that he thought it would be rather unfair if the

A NEW TRIUMPH MODEL.

"A Machine Without a
Fault."

The latest addition to the Triumph range of motor cycles is the new 5.49 h.p. side-valve model "N.S.D." that has been introduced to take the place of that old Triumph favourite, the model "SD." It will not only prove an ideal sidecar mount, but having a good reserve of power will appeal strongly to the competition rider, and those residing in hilly districts. It has a cylinder capacity of 548.6 c.c. with a bore and stroke of 84 mm. x 99 mm., side-valves are employed, and, speaking generally, the engine follows standard Triumph lines, having a decompressor for easy starting. A mechanical oil pump with slight feed is incorporated in the timing side half of the crankcase, and, in addition, there is an auxiliary foot-operated pump. Transmission is

warning were disclosed when a motorist was summoned for a further offence. It ought not necessarily to be assumed that a defendant was guilty of an alleged offence for which a policeman reported he had been warned.

CURRENT COMMENT

That Canton Road!

From time to time, one hears the wish expressed that Hongkong might be connected to Canton by a good motor road, but the question is invariably dismissed as being in the nature of a dream which is never likely to come true. Although it has to be admitted that there are numerous difficulties to be surmounted before such a project can materialise, the attitude of abject pessimism is surely to be deplored. Canton should be in direct road communication with this Colony, and there is no doubt but what the modern importance of the automobile will ultimately compel the authorities concerned to co-operate in the building of a connecting thoroughfare to mutual advantage. The pessimists always point out that even if a road existed, it would be dangerous to undertake the trip on account of bandit and other lawless gentry. It would seem that the "lawless" aspect is somewhat of a bogey which is not actually as black as painted. At the present time there are many motor services running through Canton's adjoining districts, and the local authorities appear to be able to maintain fairly good order. The benefits to be derived from a Hongkong-Canton road would undoubtedly cause the Canton Government to take special precautions over their portion of the road, even as they do at the present time with railway communication.

Railway versus Motor.

It may be argued by some people that a road would cause serious competition to the Kowloon-Canton Railway, but such an argument cannot be considered when the matter of progress is at stake. Motor bus passenger and goods services would, unquestionably be inaugurated, but the greater and better facilities for transportation, the greater the measure of prosperity to be derived. Canton would possibly benefit even to a greater extent than Hongkong, for the simple reason that a good road would induce large numbers of Hongkong folk to visit the City of Ruins. Intercourse between the two cities should be encouraged by every possible means, and the motor car offers the best means possible. We should like to see the Canton Government take the matter up enthusiastically, and after all, in what better capacity could its surplus troops be employed?

Noisy Motors.

Complaints have been heard concerning a number of motor cycles which make far too much noise, and we understand that the Police have been instructed to take necessary action. Some riders seem to prefer noisy machines, while others could minimise engine noise by giving their machines a little attention. As far as cars are concerned, there is a regulation prohibiting the use of "cut-outs" but we do not know how this applies to motor cycles. In any case, it is up to the riders themselves not to cause annoyance, especially during hours when most people are in bed. Effective action by the Traffic Department will doubtless have the desired effect.

The Warning Scheme.

The warning letter scheme which has been introduced in London by the Metropolitan Police is certainly worthy of comment. Instead of summoning motorists for petty traffic offences, a letter is sent in the first instance stating the nature of the offence, and pointing out that no further action will be taken, at the same time assuring a warning against further

disregard of regulations. We understand that this scheme has been in operation for some years and has proved most satisfactory.

Many Offences.

Although ignorance of the law is no excuse, it is remarkable what a number of offences are committed by motorists unintentionally, and it is in such cases that the warning letters scheme is deserving of every encouragement. After all, there are very few motorists who wish to break the regulations, and we think that a similar scheme might be adopted locally to good effect.

Queen's Road East.

There are still many motorists who imagine that Queen's Road East is a controlled area of 15 miles per hour, but this is not the case. Caution should always be exercised when driving through this thoroughfare, especially between Arsenal Street and the market.

Better Pedestrians.

Chinese pedestrians are beginning to realise that they must be on the alert, and not wander dreamily over the roadway. The Queen's Road district is a very busy one, and when the new motor bus service is running, there will be a heavier stream of traffic necessitating the roadway being quite clear of pedestrians. Children are apt to run across the road without paying heed to traffic, and it is because of this that the need for strict caution arises.

School Lectures.

Quite a number of children are injured every month, and it might therefore be a good idea to issue special instructions at schools, emphasising the danger of crossing the streets without first looking out for motor traffic. "Safety First" campaigns are excellent, and the schools represent a most logical field for the carrying out of such campaigns.

Australian Races.

The first Australian tourist trophy races held at Phillip Island were a pronounced success, and may undoubtedly be expected to become a classic annual fixture. The most notable success in those races was undoubtedly scored by a Model V/2 4.95 h.p. super-sports "Matchless," which, although only unpacked a few days before the race, obtained first place in the 600 c.c. sidecar race and fourth place in the unlimited class. In the 200 miles solo race the same machine was placed second in the 600 c.c. class and third in the unlimited class. This was a truly phenomenal performance for an absolutely standard machine, which had had no special preparation or tuning of any sort.

USED CARS PRICED LOW.

The average resale value of a one-year-old automobile, reports the National Association of Finance Companies, is now only 38 per cent. of its original price. Last year, the corresponding rate was 48 per cent. and in 1923 it was as high as 54 per cent.

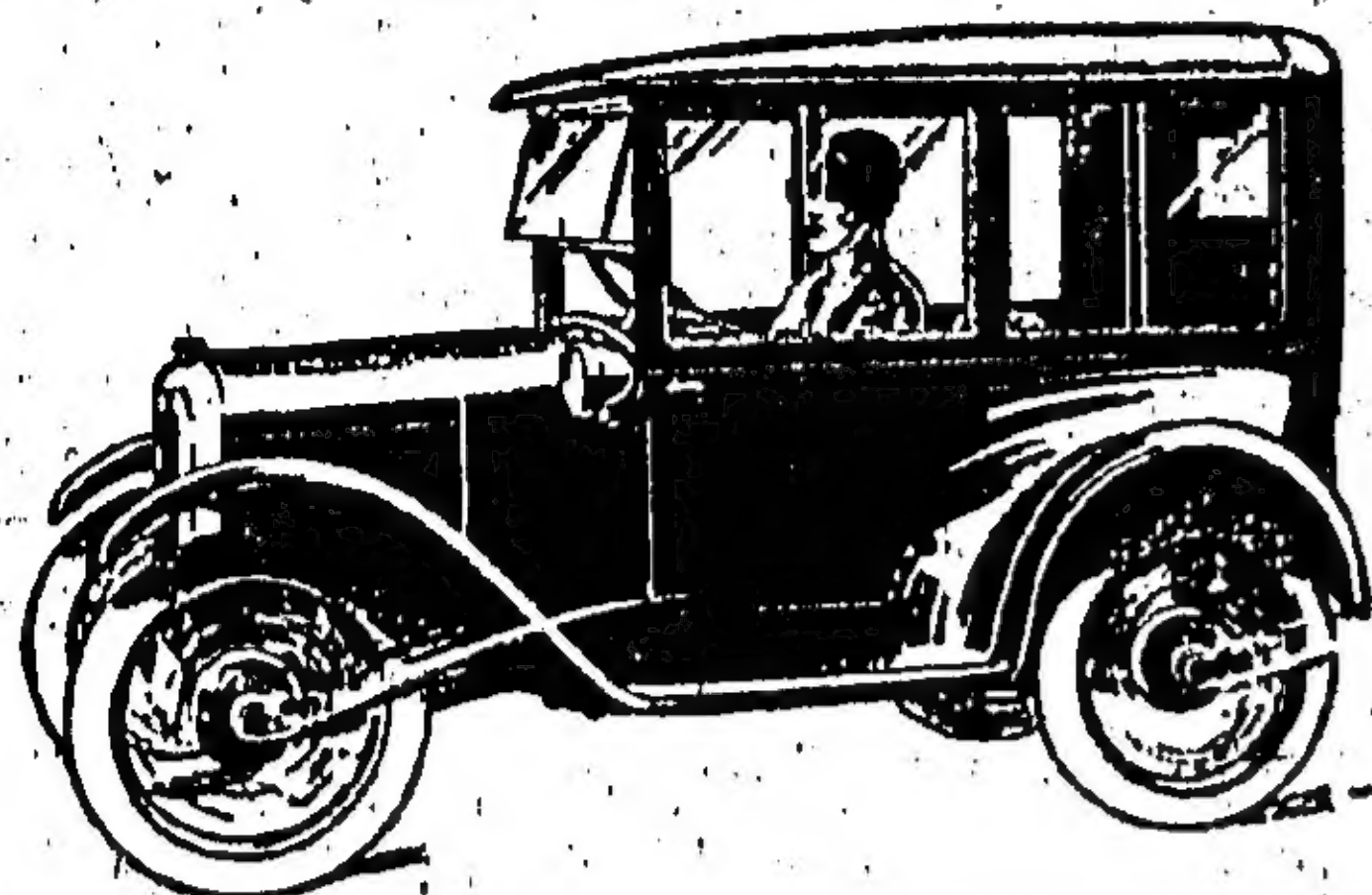
WANT OLD CARS JUNKED.

Pennsylvania Automotive Association is having its members report all "junk" automobiles so that their licenses be suspended. It is a campaign against the continuance of "junked" cars on the highways.

THE QUESTION WAS

HOW TO REDUCE HIS PETROL BILL.

Then he had a bright idea
and bought an



AUSTIN SEVEN.

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at a Cent per mile.

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STOCKS CARRIED

DRIVING ADVICE.

Negotiating Bumps.

Sometimes it happens that you come across a sudden bump or a pot-hole in the roadway when it is too late to avoid it.

Often such an obstacle is only seen at the last moment, when it is impossible materially to reduce the speed of the car in time.

Under these circumstances the best thing to do is to apply the side brake steadily, without de-clutching. In other words allow the car to keep going at the same speed more or less, but steady it by the application of the side brake, which of course acts on the rear wheels only.

If this is done it will be found that the braking effort against the normal acceleration of the car will tend to hold the road wheels closer to the surface, and the resultant bump will be minimised.

Considerable wear on the springs and working parts will be avoided, and the comfort of the passengers will also be improved. It must be impressed that to achieve this effect the foot must not be removed from clutch or accelerator.

When travelling over loose metal during road-making operations the reverse process should be adopted. That is to say, on approaching the loose patch of metal the clutch should be put right out and neither brake should be touched, leaving the momentum of the vehicle to carry it over the rough surface.

In this way the power of the engine will momentarily be removed from the transmission, and the back wheels will ride lightly over the sharp stones.

Although the speed should be reduced when crossing such a ridge of loose stones, it is a mis-

ROCKET CAR WRECKED.

Explosion Inwards Instead of Outwards.

"Rak IV," has gone the way of its brothers.

Herr Fritz von Opel had put great hopes in his fourth rocket car, which was to have beaten all previous records held for speed on rails. In the early hours of a recent Saturday morning the rocket experts assembled at Burgwedel, near Hanover, on a stretch of hitherto unused railway line.

Members of the Reichswehr and local gendarmes held the eager on-lookers at a safe distance, and Herr Fritz von Opel, in the company of photographers and film operators, stood on a bridge in readiness for the great moment when the car should rush past.

At five o'clock the rocket fuses were lighted. But after "Rak IV" had moved about 70 yards, it blew up with a terrific explosion. One wheel landed in a potato field about 30 yards away, and the rest of the car fell on the right bank of the railway line, a complete wreck.

The post-mortem examination of the car established that a mistake had been made in connecting up the rockets. One rocket, the experts considered, instead of exploding outwards, exploded into the car. But Herr Fritz von Opel is not to be discouraged. In three to four weeks' time he hopes to carry out a new experiment with "Rak V."

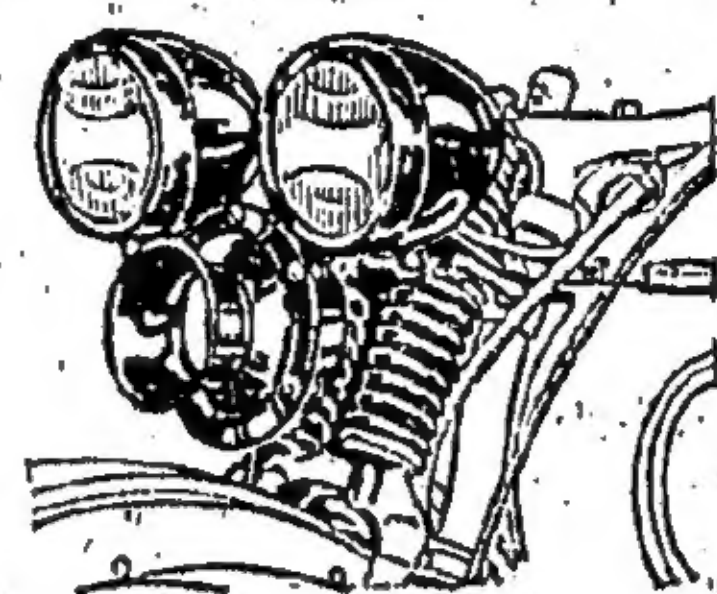
take to engage a low gear, and many of the bad cuts in back tyres are caused by traversing loose metal with the engine pulling in gear.

THE NEW HARLEY.

Many 1929 Improvements.

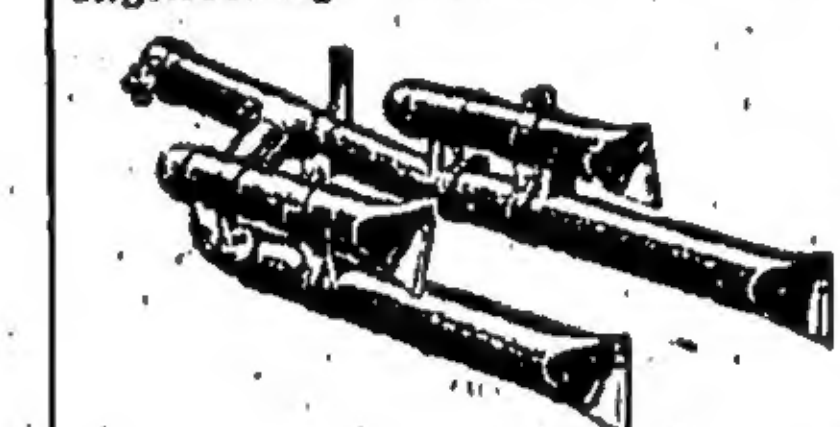
The many outstanding features, which have placed Harley-Davidson in the front rank of motorcycle popularity throughout the world, have now been supplemented by five big new features in the Harley-Davidsons for 1929.

The 2 Bullet Headlights give better illumination and greater safety for night riding—and add to the low, rakish appearance of the 1929 models. By means of a simple toggle switch conveniently placed on the right handlebar, the rider is able to instantly adapt his road illumination to his own particular needs of the moment—two long, bright, converging beams of light far down the road, or one depressed beam for slow, congested traffic conditions.



For still greater safety, the 1929 models are equipped with a new Klaxon Clear-the-way Horn. This high frequency, electrically operated warning signal has a pleasing yet very penetrating tone. For high speed riding this new feature is a very important safety factor.

Without sacrificing speed or power, greater quietness has been achieved in the new Harley-Davidsons by the introduction of the 4 Tube Muffler—a new engineering feature of proved



superiority. The 4 Tube Muffler carries the exhaust gases along both sides of the rear wheel and provides multiple muffling by means of four pipes slotted at the ends.

Another noteworthy advancement is the beautiful new Electrical Panel which contains the efficient Weston-made Harley-Davidson ammeter, ignition hooded parking switches, and small hooded parking light, visible front and rear. Here beauty is combined with utmost utility, in the finely curved and handsomely finished jet black enameled panel.

Still another triumph of Harley-Davidson engineering is generator Output Controller—a handy control lever placed right on the outside of the generator. This useful new feature enables the rider to instantly regulate the amount of current entering the battery, thus assuring a completely charged battery at all times. In connexion with the ammeter, this handy output controller is one of the most useful and practical features ever offered on a motorcycle.

These, and many other improvements, make the beautiful new Harley-Davidsons for 1929, more than ever, the World's outstanding motor-cycles and sidecars.

INTERNATIONAL TOURING COMPETITION.

The Seventh International Competition for Touring Cars organized by the Roumanian Royal Automobile Club ran between June 5 and 9 over a course of 1,242 miles, from Bucharest through Cernauti, Mare and back to the capital, practically right around Roumania.

Seventeen cars took part in the run, representing the principal European and American makes:—3, Fiat model 509; 4, Steyr; 3, Buick; 1, Lancia Lambda; 1, Kissel; 1, Morris; 1, Ford 1928; 1, Auburn; 1, Willys Knight; 1, Austro Daimler.

The result was as follows: 1, Major Urdareanu on Fiat 509; 2, Mr. Varnav on Fiat 509; 3, Mr. Pol Vaca on Morris; 4, Mr. M. Butculescu on Steyr.

The "popular prize" was won by Major Urdareanu on Fiat 509, Mr. Varnav also on Fiat 509 being second.

Major Urdareanu was awarded the cup presented H. R. H. Princess Elena and the Silver Medal presented by the newspaper *Universul*. Mr. Varnav won the prize given by the Prefecture of Bucharest.

H. R. H. the Princess Elena personally congratulated Major Urdareanu on winning her Cup.

CALIFORNIA PREPARES.

California is becoming more and more the mecca of tourists. Southern California towns expect 60 per cent more tourist visitors this year than last.



HONG KONG DELIVERED PRICES.

NATIONAL SERIES "A B" PASSENGER.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.
Speed 50 M.P.H.

Model	Net Weight	P. O. D. Factory Price	Extra	Packing Shipping Delivery	Net Hongkong Price
Roadster	2-pass. 2,006 lbs.	G\$495	G\$54	G\$210	G\$765
Tourer	5-pass. 2,056 lbs.	495	57	210	725
Couch (2 door)	5-pass. 2,316 lbs.	585	40	265	890
Coupe	2-pass. 2,176 lbs.	595	40	265	900
Sedan	5-pass. 2,396 lbs.	675	40	265	980
Cabriolet	4-pass. 2,276 lbs.	605	40	265	1,000
Landau Sedan	5-pass. 2,396 lbs.	715	40	265	1,020

Hongkong Price includes spare rim Tire & Tube, Bumper, bulb Horn, Right Hand Drive.

NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.
Speed 45 M.P.H.

Half Ton Chassis	1,615 lbs.	G\$375	G\$20	G\$155	G\$550
Half Ton Chassis and Cab No. 560	2,015 "	490	20	215	725
Cab Top Express Truck " 128	2,280 "	530	20	240	790
Screen Express Truck " 103	2,705 "	570	20	265	855
Combination Truck " 104	2,350 "	580	20	265	865
Panel Express Truck " 205	2,265 "	600	20	250	870
Eight Passenger Bus " 34	2,265 "	615	20	255	890

Hongkong Price includes spare rim Tire and Tube, Right Hand Drive.

CAPITOL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 31 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 124 Inches.

One Ton Chassis	2,130 lbs.	G\$570	G\$45	G\$165	G\$730
1½ Ton Chassis	2,290 lbs.	520	115	155	800
1½ Ton (14C) Chassis	2,410 lbs.	520	215	185	920

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

Sedan Cab	No. 506	400 lbs.	G\$ 85	G\$130	G\$ 65	G\$180
Cab Top Body	No. 328	775 lbs.	175	30	115	320
Screen Body	No. 303	950 lbs.	235	30	145	410
Combination	No. 303	1,000 lbs.	250	30	145	425
Panel Body	No. 405	800 lbs.	270	30	125	425
12 Pass. Bus	No. 39	775 lbs.	305	—	130	435

All Prices and Specifications subject to change without notice.

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Recent Victories of M.G. 175 C.M.C.
FRENCH TOURIST TROPHY (2984.800 KM.)
1st and 2nd.

LYON GRAND PRIX M.C.
1st and 2nd.

GRAND PRIX OF THE LIMONEST
1st, 2nd, and 3rd.

THE FOREZ RUN (1,100 KM.)
1st, 2nd, 3rd and 4th.

MARSEILLES GRAND PRIX.
1st won on M.G. machine.

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Models fitted with two most famous engines—the M.A.G. 4-stroke and the VILLIERS 2-stroke.

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FOUR NEW

CHAMPION CARS

New President Eight at a new low price!
New beauty and new comfort in this Studebaker which holds every official American stock model performance record from 1 hour to 24 hours—from 5 miles to 2000 miles.

New Commander—Studebaker champion car which raced 25,000 miles in less than 23,000 minutes—presented in new and original bodies, worthy of this famous car.

New Director—which flashed 5000 miles in less than 4800 minutes—now offered with new refinements, new improvements.

New Erskine—Studebaker's low-priced high-quality six with an official record of 1000 miles in less than 1000 minutes is now larger, more beautiful, and an even greater value than before.

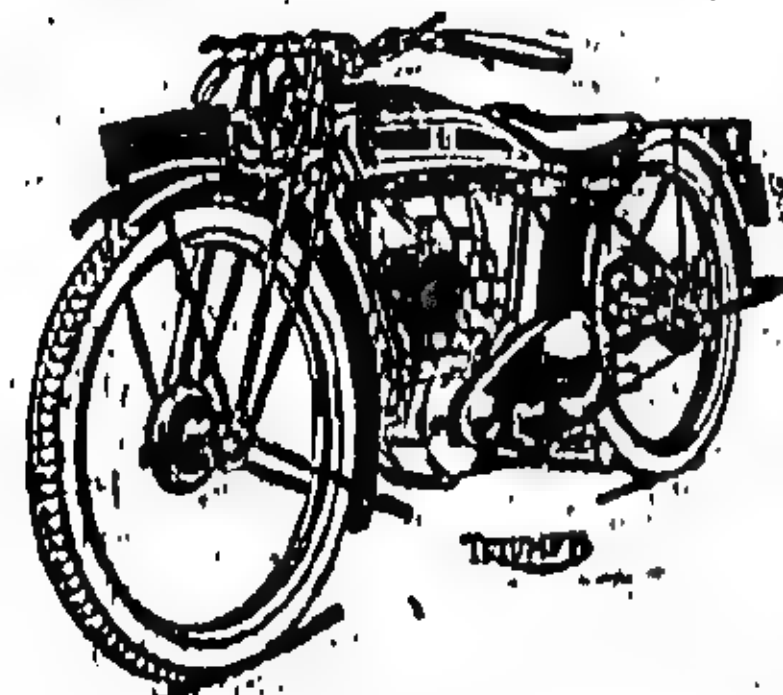
See new proof of Studebaker engineering genius . . . 40-mile speed the very first day, no tedious "running in" needed now . . . motor lubricant needs changing only once every 2500 miles . . . hydraulic shock absorbers . . . new exclusive ball-bearing spring shackles bring amazing riding comfort, yet need greasing only at 20,000-mile intervals.

Inspect the finest achievements in Studebaker's 76-year history . . . see these four new Studebaker-built cars here today!

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Hon. Secretary.

O/o "Hongkong Telegraph"

TOWN STORES LOSE.

The automobile and good roads have caused a general decline in sales for village and small town stores, reports the Bureau of Business Research of the University of Illinois. This is based on a survey of business in small towns of Illinois.

CARS TAKEN IN EARLY.

Of cars that are repossessed because of non-payment of notes due, it is reported more than a third are taken back before any deferred payment is made and more than three-fourths when not more than three payments are made.

DIG ENERGY LOSSES.

At 20 miles an hour, only 8 per cent. of the chemical energy of the motor fuel is utilized in driving the vehicle, says T. A. Boyd, of the General Motors Research Laboratory. Most of the rest is lost in heat, dissipated through cooling water or the exhaust.



Many motorists are troubled with the splitting of the side walls of their balloon tyres. Let it be said at the outset that, provided tyres are kept at their proper pressure, as recommended by the makers, it is only at very widely separated intervals that trouble will be encountered. Also it is easily comprehended that a tyre running at too low a pressure is much more likely to be punctured than one which is fully inflated, for the simple reason that there is actually a bigger surface on the road, and therefore, the possibility of running over a nail, or other sharp instrument is correspondingly increased.

In Three Feet of Water.

A very notable run was recently accomplished from Cape Town to Cairo, by Gerry Bonner in a Chrysler "72" Sedan. This trip, which covered considerable mileage, was made under rather extreme road difficulties because roads in Central Africa are not yet developed to the high degree of European roads, but the Chrysler ploughed along sometimes axle deep in sand and sometimes covered with water. At one point, crossing the Limpopo River, the pontoon which was to carry the car across could not reach the bank and it was necessary to drive the car through three feet of water to the pontoon. This was done with the aid of rubber pipes attached to the exhaust and motor caps over the spark plugs so that the car ran under its own power in the water.

Looking Back.

In the years of 1927 and 1928 up to date, there have been a considerable number of mergers in the automotive industry many of them between parts manufacturers and a few between major automotive manufacturers. In 1927 there were 21 mergers, two of which included manufacturers of complete automotive equipment. One of these was the Auburn who bought out the Lyeing Manufacturing Co., and the Limousine Body Co., of America. America La France Five Engine Co. also bought out the Foamite Chids Corporation. In 1928 there have been 11 mergers, up to date. The latest one, in which Chrysler bought control of Dodge Bros., is by far the largest. Marvel Carburettor Co. also bought the Wheeler Stebler Co.

COMMERCIAL VEHICLES.

British Servicing Abroad.

Of late years definite indications have been forthcoming of the increasing sales of British commercial motor vehicles in overseas markets. This factor is, perhaps, due to a variety of causes, one being the large growth in the employment of road motors for all classes of transport, and another the preference of many purchasers for the British product, but it is undoubtedly also largely attributable to the improved servicing facilities which the most prominent British manufacturers abroad, some of them often thousands of miles from the works of the maker.

It would be difficult to conceive a better example of the thoroughness of a British service organisation for motor-vehicle users overseas than that provided by a task which was recently undertaken by Thornycroft (Australia) Ltd. Amongst a number of vehicles which this branch organisation of John I. Thornycroft & Co., Ltd., supplied to the Main Roads Board of New South Wales, was a Thornycroft type Q, three-way tipping wagon. This machine became involved in a serious collision with a railway train, at a level-crossing with dire results. After the accident the parts of the lorry were gathered up and returned to the Thornycroft service depot in Sydney New South Wales, some of them being badly misshapen and others damaged to such a serious extent as to be almost beyond recognition.

Although the vehicle was very badly shattered, the owners decided that it would be worth their while to have it reconstructed at a cost of, approximately, £800. Each and every part was subjected to careful examination before being reassembled in the chassis, and badly fractured parts were replaced. After this work had been carried out, the vehicle, was re-delivered to its users, having every appearance of being brand new.

An interesting item in connection with this extraordinary repair task was that the original estimate for carrying out the work was within £10 of the ultimate cost, thus giving a good indication of the efficient costing system adopted by Thornycroft (Australia) Ltd. Messrs Thornycroft are, of course, directly represented in Hongkong.

Some observers of the industry feel that 1928 will see a number of others take place.

Hydraulic Brake Fluids.

After considerable research oil engineers have admitted that there is no mineral oil which is developed, that will satisfy the requirements of hydraulic automobile brakes. These hydraulic brake mechanisms include certain rubber packing glands and ordinary mineral oils have a bad effect on the rubber. If rubber were made to resist the action of the mineral oils, the rubber itself was affected so that it did not function, also if mineral oils were so refined that their action on rubber was negligible, other characteristics were lost which made the oil less desirable as hydraulic fluid. The present accepted practice is to use a mixture of denatured alcohol and castor oil in equal proportions.

A Novel Oil Passage.

In some modern engines, particularly those built for heavy duty service, the full face feed system of lubrication is used. This means that the connecting rods have either oil tubes attached to them or built in passages for carrying oil to the piston pins and piston pin bearings. The operation of making this oil passage in the connecting rod has been rather a difficult one—in some cases a copper oil tube has been clipped to the side of the rod, while in others a hole has been drilled through the web of the rod—an operation called gun-drilling.

Obviously, gun-drilling is a rather difficult production process, as it involves special drills and careful handling to keep the drilling central in the connecting rods. A new process has now been worked out which makes the passage in the connecting rod much more easy to make which consists of forging an enlarged section in the middle of the connecting rod web, and then, instead of drilling this enlarged section, a slot is drilled in one side of the rod. After this, the rod is put in a power press which folds over the edges of the slot closing in the passage of the rod. To make the seam oil tight it is welded. The connecting rod and piston pin bearings are then connected to this passage by short drillings at their ends—this involves no particular difficulty because of the shortness of the drill.

Why Changed Motoring Conditions Demand The Use of Quality Oil.

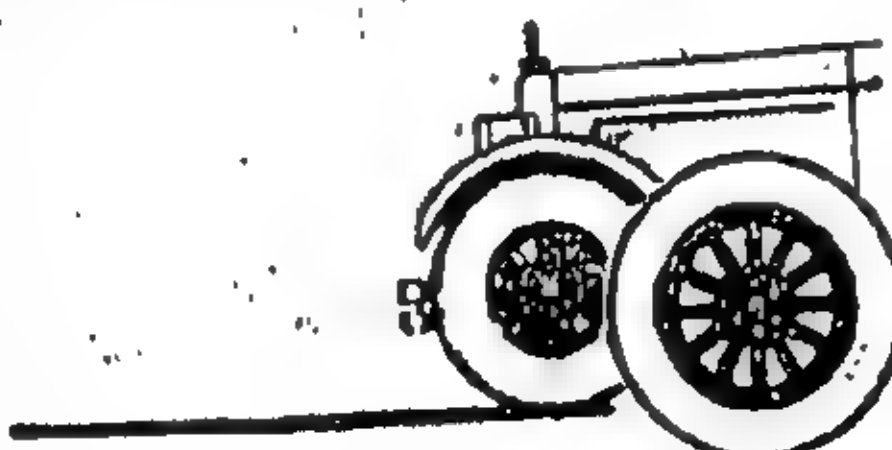
No. 2

When small wheels spin faster... How about oil?

Here is another change you notice in today's cars: smaller wheels. Many cars now have 30 inch wheels, where a few years ago they had 36-inch wheels.

"Good!" you say. "The car is that much closer to the ground. I get an easier ride."

But just a moment, please. That 6-inch difference in wheels means more than you realize. It calls for a new margin of safety in your lubricating oil. Why?



Because smaller wheels cover less ground per revolution. That is obvious. So your 30-inch wheels must revolve faster at 35 miles an hour than did the 36-inch ones.

What makes the wheels revolve faster? The engine. How? By providing more power impulses—more revolutions of the crankshaft—more piston strokes.



With this increased work your oil must travel faster—that's sure. It must resist more friction—that's certain. It must stand up under more heat—that's inevitable.

Does it? Does your lubrication rise to this new need. Are you guessing—or are you sure?

Yes; if you use Gargoyle Mobiloil. Yes; if you follow the Mobiloil Chart.

The Mobiloil policy has always been to provide the richest oil that would circulate freely to every moving surface.

As change has followed change in automobile design, improvement has followed improvement in Mobiloil.



Mobiloil

Make the chart your guide.

When you use Mobiloil, your choice is approved by the 182 automobile manufacturers who approve the Mobiloil Chart. And by the 8 out of 4 motorists who use Mobiloil regularly.

Put Mobiloil to work for you—to-day. The Mobiloil Chart at your dealer's will tell you exactly which oil to use in your engine.

MAKE THE CHART YOUR GUIDE.

The correct grade of Gargoyle Mobiloil for engines and gear box lubrication of passenger cars are specified below. If your car is not listed here, see the complete Mobiloil Chart at the nearest group.

Name of Passenger Car	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928
Armstrong 16 h.p. other models	A	A	A	A	A	A	A	A	A	A	A
Austin 12 h.p. other models	A	A	A	A	A	A	A	A	A	A	A
Bentley	A	A	A	A	A	A	A	A	A	A	A
Chrysler	A	A	A	A	A	A	A	A	A	A	A
Claire 10 h.p. other models	A	A	A	A	A	A	A	A	A	A	A
Cord 10 h.p. other models	A	A	A	A	A	A	A	A	A	A	A
Cord 14 h.p. other models	A	A	A	A	A	A	A	A	A	A	A
Dodge	A	A	A	A	A	A	A	A	A	A	A
Edsel	A	A	A	A	A	A	A	A	A	A	A
Ford Model T	A	A	A	A	A	A	A	A	A	A	A
Ford Model T	A	A	A	A	A	A	A	A	A	A	A
General Motors	A	A	A	A	A	A	A	A	A	A	A
Humber 10/20 h.p. other models	A	A	A	A	A	A	A	A	A	A	A
Marine	A	A	A	A	A	A	A	A	A	A	A
Marine 10 h.p. other models	A	A	A	A	A	A	A	A	A	A	A
Oakland	A	A	A	A	A	A	A	A	A	A	A
Overland	A	A	A	A	A	A	A	A	A	A	A
Pontiac	A	A	A	A	A	A	A	A	A	A	A
Stearns 14/20 h.p. 16 h.p. other models	A	A	A	A	A	A	A	A	A	A	A
Willys Knight	A	A	A	A	A	A	A	A	A	A	A

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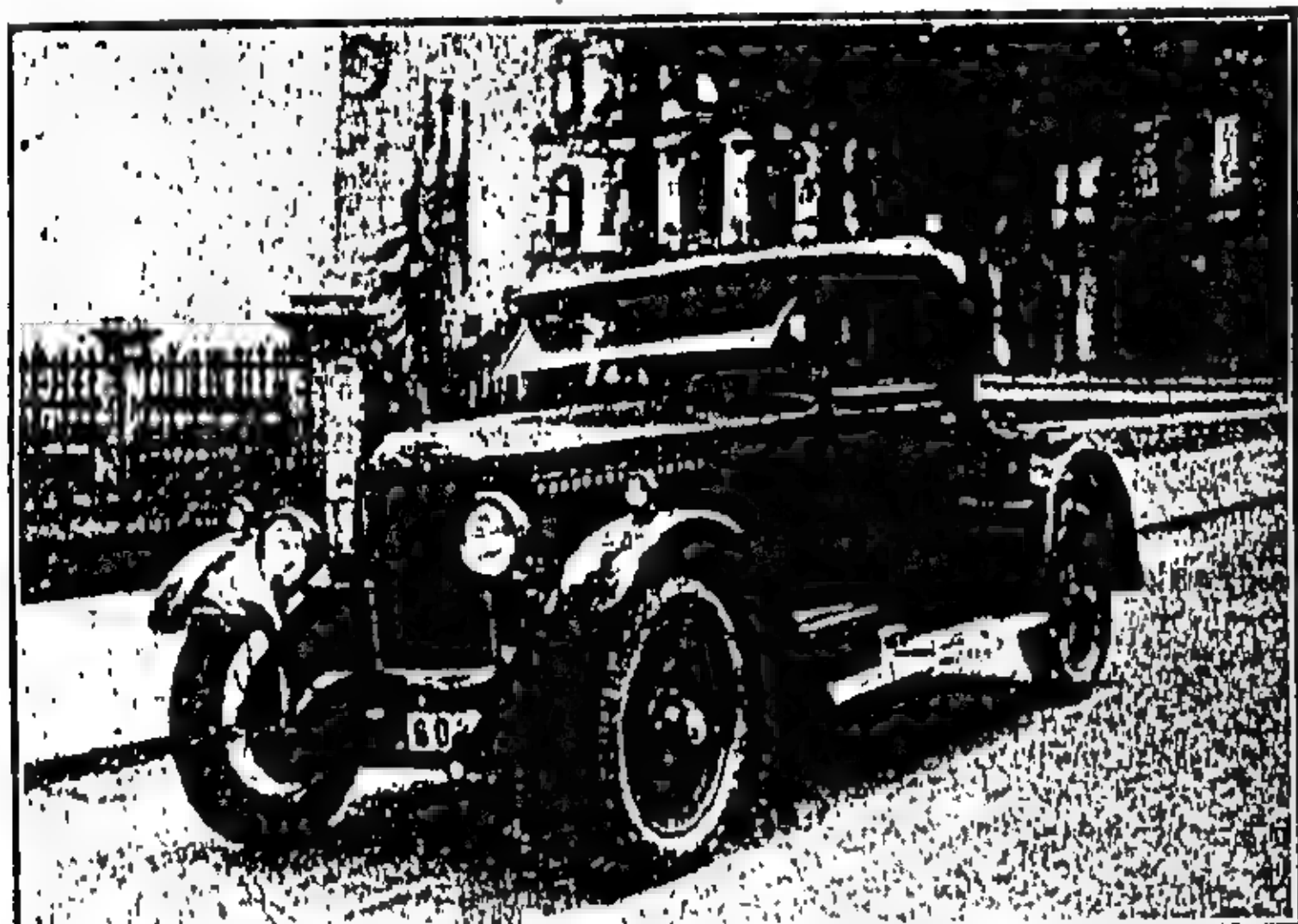
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"One of the most remarkable new cars placed on the
market recently.....its introduction created
something of a furore in motoring circles."

Full particulars from—

Lane, Crawford Ltd.
Motor Department. Phone C. 3193.

A CHRYSLER MODEL.

Car's Remarkable
Acceleration.

TESTS ON DASHWOOD HILL.

(By the Hon. Maynard Greville
in the Morning Post.)

Probably the most useful function in a modern car, intended for use in this country, is rapid acceleration up to 60 miles an hour.

The present crowded condition of our highways does not allow of high maximum speeds, but the man whose car will accelerate really fast up to moderate speeds scores every time.

The "Red Head 72" model Chrysler is one of the best cars for this purpose. Its acceleration up to about 60 miles an hour being remarkable. No car within hundreds of pounds of its moderate price, and within litres of its engine capacity—with the exception of certain sports models—can expect to compete in this category.

Recently I tried a "Red Head 72" with a two-seater body, and I can only say that I was astonished at its performance.

The "get away" was extraordinary, both on the top gear and on the second.

In passing, I may explain that in the "Red Head" model the ordinary detachable head has been removed and a high compression head fitted in its place.

In America, where the car is built, it is, of course, intended that a special anti-detonating fuel should be used, but, although, I tried the car on every description of fuel, I never succeeded in getting a solitary "pink" out of it with the ignition fully advanced, and it appeared to be equally at home on any petrol.

The car I had, however, was almost new, and it is possible that, when the engine had become dirty, either benzole mixture or some other anti-detonating fuel would be advisable. If really slow top gear running were desired.

As it was, I found that the car would wander along on the top ratio at walking pace, and accelerate away again in a flash without a tremor, although, of course, the beautiful little two-seater body that it carried was light for such a hearty engine.

A SIFT TEST.

The speedometer was slightly optimistic, but the acceleration figures I obtained were roughly, 10 to 20 m.p.h. in a little over three seconds, 10 to 40 m.p.h. in a little over six seconds, 10 to 60 m.p.h. in 10 seconds, 10 to 60 m.p.h. in 13 seconds—all on top gear.

A standing 70 miles an hour took rather over 37 seconds, while on the second gear five to 25 m.p.h. was accomplished in a little over four seconds.

The new long section of Dashwood Hill was conquered in the remarkable time of 1 min. 18 secs. from a standing start, the speed at the top being about 65 miles an hour, while the old short section (also from a standing start) was covered in 41 2-5sec., the speed at the top being about 60 miles an hour.

I also entered the one-in-ten section of the hill at 20 miles an hour on top, and reached 54 miles an hour before the summit was reached.

The road-holding qualities of the car were good up to about 60 miles an hour, but beyond this speed the car required a certain amount of holding, and the springing, although good at low speeds, was rather light at high speeds unless the full complement of four passengers was carried.

Light Steering.

The steering was light and positive, with a good lock, although a trifle low-g geared for my liking, while the brake showed over 80 per cent. efficiency on my Len brake gauge when the bands were dry—when the bands were wet, however, action was considerably impaired. They are of the Chrysler-Lockheed hydraulic type, which the hand-brake works on a drum behind the gear-box.

The clutch was delightful, and of the single dry plate type, while the springs were semi-elliptic, with ingenious rubber mountings and no shackles.

The three-speed gear-box was easy to use, although the car would do everything on top, and first was really an emergency ratio, starting being easy on second.

The two-seater body was one of the best I have ever seen. The "dicky" was roomy and comfortable, whether used for luggage or passengers. It has, too, most attractive lines, while there is a great deal of room in the front seats.

At 52½ this car has a remarkable performance, especially with a side valve engine. The R.A.C. rating is 25.35 h.p.

WOMEN DRIVERS.

High Speeds in Trials.

Announcement has been made by the Contest Board of the American Automobile Association that four women, all possessing only average driving experience, recently piloted The Studebaker Commander and The Studebaker Director in two unique 500-mile tests.

Driven entirely by women pilots, a fully equipped stock Commander Roadster on June 13, travelled 500 miles on the Atlantic City Speedway in 388 consecutive minutes, maintaining an average speed of 77.21 miles per hour for the entire distance. This record is only 2.4 miles per hour lower than the American record for fully equipped stock cars for the same distance, also held by The Commander.

Immediately following The Commander's run, the women took charge of a stock model Studebaker Director. This model holds all American speed and endurance records for fully equipped stock cars in its price class. Relieving each other in two-hour shifts, the four women completed the 500 miles with an average speed of 60.37 miles per hour.

The two performances were checked and certified by the Contest Board of the A.A.A. Each of the Studebaker cars was certified by this same body to be strictly stock and fully equipped.

In order to maintain the high averages and still make stops for relief drivers and fuel, the feminine drivers kept their mounts soaring well above the final average figures.

The women who drove the cars were Bertha and Caroline Winnall, Marie Morton and Mary Jobling, an English film star.

Studebaker points to these performances as proof of the ease with which the championship speed of Studebaker cars may be obtained and controlled. As one Studebaker official remarked, "These two 500 mile runs in which women did the driving defeat the theory that women are not as proficient as men in piloting motor cars."

NASH



To-day presents a
New and Finer Motor Car
New Twin Ignition Motor.
New Salon Bodies.

"The three new Nash Series, which are being introduced everywhere to-day, achieve the ambition of my manufacturing career."

"They represent an entirely new type of motor car, priced moderately, but offering you all the beauty and quality and performance heretofore exclusive to very expensive automobiles."

"To create such a car we had to develop an entirely new type of design and invest over \$2,500,000 in dies and machinery alone."

"Naturally space precludes the full listing of all features but I do want to draw your attention to a number of the outstanding attractions such as:—

"Twin-ignition, high compression, Bohnalite aluminum alloy pistons with Invar-struts,

7-bearing crankshaft with hollowed crankpins, Blum centralized chassis lubrication, Houdaille and Lovejoy shock absorbers, Blum-Nash bumpers and bumperettes, chrome plating over nickel for all exterior metal ware, double-drop frame, one-piece Salon fenders and longer wheelbase lengths. "I don't think anyone will ever want to use all the speed and power the engine delivers. "If my judgment is worth anything you will find it well worth while to-day to examine this new automobile development with the greatest care."

(Sgd.) C. W. NASH,
President, The Nash Motors Company.

WONG SIU WOON.

SOLE AGENT FOR SOUTH CHINA

21, Rellinger Street. Phone C. 1474.

Service Station: 76, Des Vaux Road Central. Phone C. 644.

OIL EXCEEDS GOLD.

California, noted as a gold state, far exceeds that valuable mineral in its production of oil. In the last 50 years, gold produced in that state was valued at \$348,546,000, while oil produced there in the same period amounted to \$2,559,204,000.

EXPECT MORE TOURISTS.

American tourists in Canada are expected to increase some 500,000 this year from 2,500,000 in 1927.

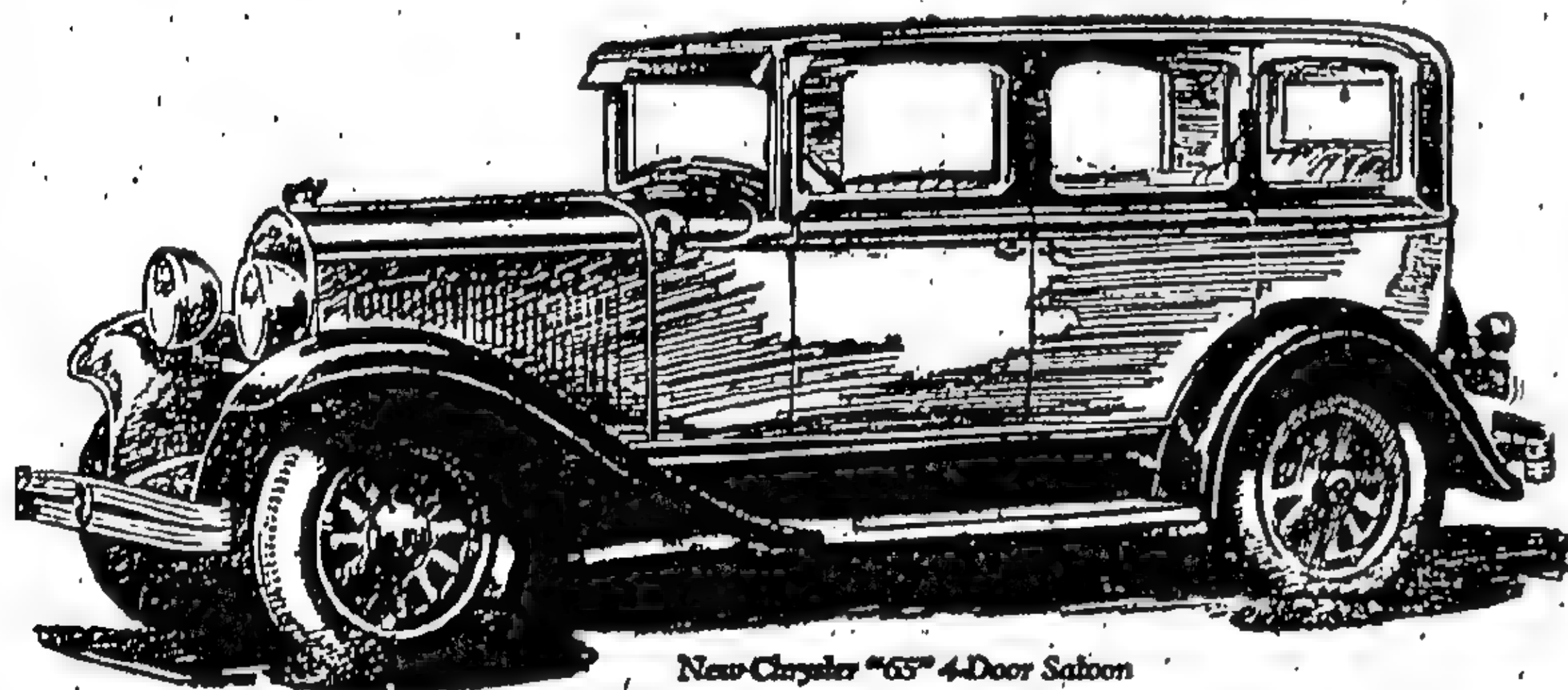
WORLD SHOW IN 1929.

Next year's automobile show at New York may see many European cars alongside the American products. This will result if a formal offer to show their products, made by the show management, is accepted by the foreign makers.

FRONT-WHEEL DRIVE.

A newly-organized firm at Okmulgee, Okla., will begin production of front-wheel drive automobiles soon. The cars will cost from \$1,490 to \$1,945.

New CHRYSLER "65"



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices... It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

offerings, beyond anything else the industry provides in performance and style... It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars... In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—65 h.p.—"Silver-Dome" high-compression head using any petrol—characteristic Chrysler speed, power and pick-up—counter-weighted 7-bearing crankshaft, only car at or near this price with this costly feature, new, slender profile radiator—new bowl-shaped lamps

—beautiful cowl molding and cowl lamps—new, longer chassis and longer, wider, roomier bodies—new arched window silhouettes—new "chasing" full-crowned wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Lovejoy hydraulic shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1219.



**BUICK FOR 1929--
AN ANNIVERSARY
CAR-BUILT TO CELE-
BRATE 25 YEARS
OF WORLD LEADER-
SHIP--ON DISPLAY
VERY SOON**

THE DRAGON MOTOR CAR CO., LTD.

Telephone C. 1246 & 1247 33, Wong Nei Chung Road, Happy Valley.

THE NEW FORD.

Some Special Features.

The new Model A Ford automobile contains some of the finest examples in the world of new metal treatment for resistance to wear and to the torsional strain imposed upon some of the parts of the modern internal combustion engine.

One of these is the crankshaft. In this latest Ford product the crankshaft is made of a special Ford carbon manganese steel, developed under processes of metal blending and heat treatment that are new to the industry.

These processes produce a crankshaft that is heavier than any previous Ford crankshaft, that is tougher to resist wear and stronger to resist the torsional strain of high speed performance. The weight of the shaft in itself makes for smoother operation and the static and dynamic balancing process to which it is subjected before it is installed in the motor still further reduces the chances of vibration.

This special carbon manganese steel is only one of more than forty different kinds of steel, each representing a special treatment, which are used in the manufacture of the new Model A Ford car.

The design and construction of the valves are among the most important elements of modern automobile engineering and manufacture.

The designers of the new Model A Ford gave special attention to these factors and the result of their design and manufacturing specification is a valve which is remarkable for its durability, close fitting and resistance to the oxidizing or scaling effects of hot gases.

The valves in the Model A Ford are made of carbon chrome nickel alloy. They are first die-cast and then ground with remarkable accuracy to the desired size. The stems have mushroom ends to give larger wearing surfaces and quieter action where they come into contact with the push-rods. The carbon chrome nickel alloy metal of which they are made is particularly resistant to wear and to the scaling effects of the hot gases which the valves must endure in their normal performance.

The Ford valve terminates in a cone over which slips a retainer, horse-shoe shaped, which holds the spring in place. As the cone

PERILS OF WET ROADS.

What Some Private Car Owners Forget.

Persistent wet weather is a sufficient source of danger to motorists on country roads. The more one drives about the more one realises that motorists in general undervalue the effect of a wet and dirty road on the controllability of a car.

Omnibus and other professional drivers who are handling their vehicles daily over treacherous surfaces know all about this and how to deal with the situation, but the private car owner who fondly believes that his car is going to pull up in the same distance as is required on a dry day often has a rude awakening.

The chief thing to remember is to keep well away from the tail of the vehicle in front and avoid getting on the inside of motor omnibuses, as they will always tend to slide round by the stern down the camber of the road when the brakes are applied.

head presents a large area to the tappet top, and as the valve foot is operating in oil, there is not the slightest risk of the valve-end burning over and there is no necessity for an adjustment to be fitted to the top of the tappet.

The oil bath in the valve chamber provides a cushion between the valve-foot and the tappet top, silencing it effectively. On the ordinary engine, the valve end is either slotted or drilled to take the oil for the spring cap and the removal of metal in this process considerably weakens the valve at a vital point. The new Ford valve actually is strengthened at the foot. This is considered the greatest single advance in valve design that has yet been made in the internal combustion engine. It has produced an almost everlasting, trouble-proof, one-piece valve.

The Ford crankshaft also has been specially designed to function for smooth quiet performance of the valves. The Model A cams are so designed as to permit the push rods to take up the clearance easily and not impart a blow to the valves, thus tending to quiet operation. The cams are wide-faced to give long life and are shaped to insure silent operations of the valves.

AUTOMOBILE INSURANCE.

Some Useful Information.

On becoming possessed of a motor car the owner naturally insures it, and is under the impression that he is fully protected, but whether his insurance is going to give him the fullest protection and value is quite a different story.

Often insurance policies are couched in language as intricate to layman as that of a lawyer's draft, and one may be quite certain that insurance companies, like banks do not take many, if any, needless risks of losing their money. There are several rather misleading things in insurance policies that should be made quite clear before deciding the policy to be taken out. Many people are under the impression, for instance, that says a Home writer, if they have insured a car for a certain total sum, say \$300, \$500, or more, in the event of total loss or damage the insurance company will pay the full amount stated in the policy. But unless special care has been taken to arrange this matter when the policy is first taken out, or subsequently at renewal time, it will probably be found not to be the case at all.

The insurance company usually promises to pay "what they call the replacement value" of the car. This would not be much hardship if the term really implied what it usually does to the average person; that is to say, the amount for which one could buy a car similar in all respects to one's own car in regard to make, horse-power, condition, style, age, and so forth. But this is not what it means.

What most insurance companies call "replacement value" is the price at which one can sell the car in question second-hand. Thus a certain 1923 touring car that was bought for \$365—the current price of the car when new—is quoted in the second-hand lists for this year at \$115, which will be the amount paid as replacement value against the \$365, or a trifle less, that most people would expect to receive, since that figure appears on the policy and the insurance premium they have been paying each year is partly based

RIGHT AIR PRES-SURE.

Adds Life to Tyre.

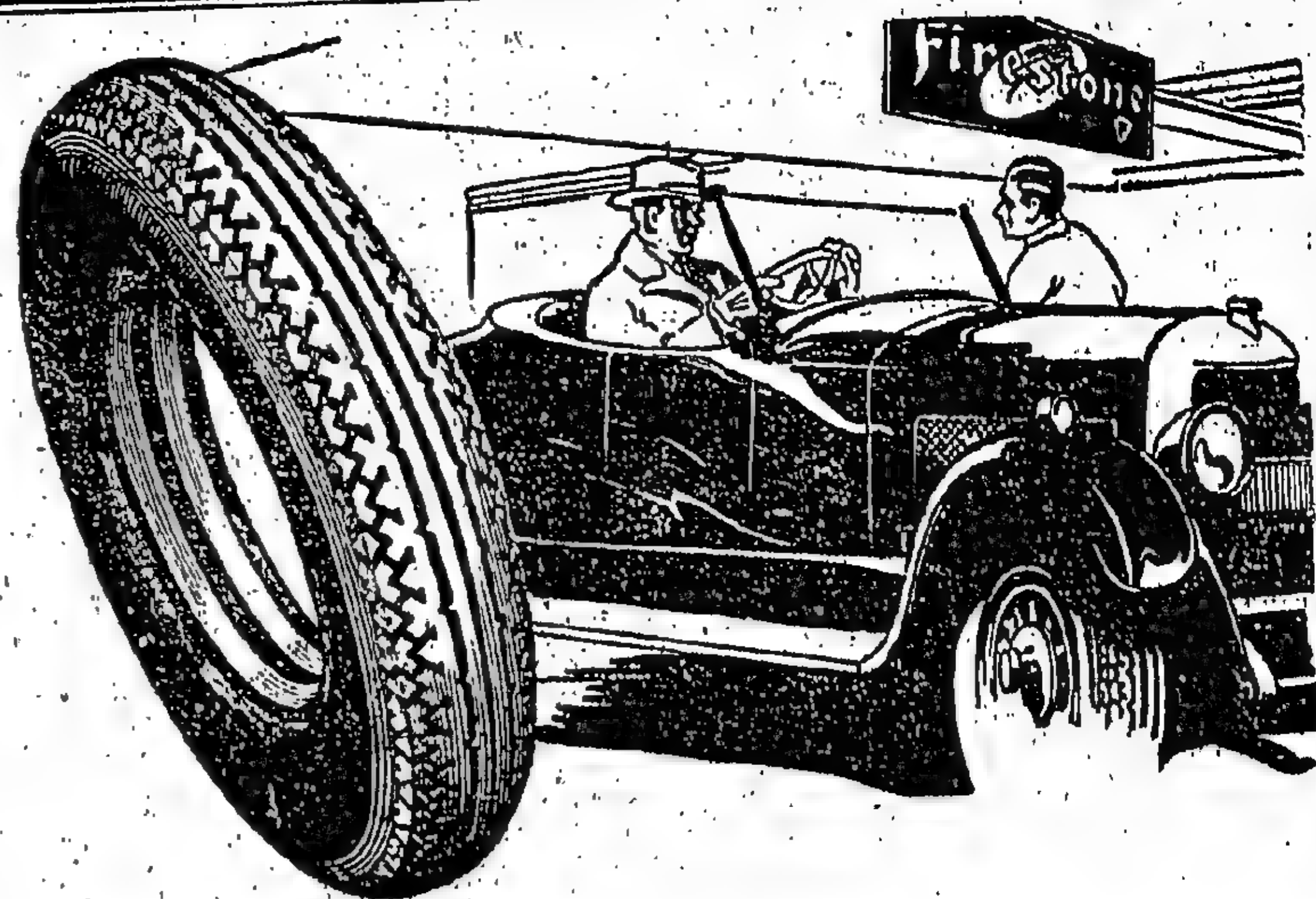
"If motorists would only realize the importance of keeping tyres inflated to the correct pressure, they would get much greater mileage and have less trouble with their tyres," according to the Dragon Motor Car Co. of Firestone dealers in Hongkong.

"This is especially true of balloon tyres, for when used with even four or five pounds less air than they should carry, the loss of tyre life amounts to hundreds of miles. Every motorist should know the correct air pressure for his tyres and can get this information from his dealer.

"We recommend having the air checked at least once a week. It is an easy matter to stop at our place and have one of the men check the air pressure and inflate the tyres if air is needed. This service is free to everyone in Hongkong."

"It will help in maintaining proper air pressure if the valve is always screwed down tight, the cap turned as far as it will go and a dust cap used to keep the valve in good condition."

on that value. If this is the case, the wording in the policy will read something like this. . . the company may repair or replace the said car or any part thereof or pay to the insured its reasonable market value at the time of such loss or damage, but the value as stated in the schedule hereon shall be the maximum amount payable by the company in respect of loss of or damage to the said car and its accessories." The best step to take to prevent one thus feeling dissatisfied in event of total loss (and car thieves are becoming more numerous daily) is to get the amount of the replacement value agreed on in advance, and to have it inserted plainly in the policy, so that there can be no doubt or dispute about the matter later. Each year at the renewal of the policy this amount should be adjusted to allow for depreciation, and so forth. Insurance companies know exactly where they stand in respect to their policies, and exactly what they are liable for; but how often is it that the insured person also knows—unless it is when it is too late?



WELL BASE BALLOONS

Scientifically Designed—Gum-Dipped

Owners of light cars, in great numbers, have taken advantage of the extraordinary economy, safety and comfort of Firestone Well Base Balloon Tyres. These tyres have the Firestone scientifically designed Balloon Tyre tread and are Gum-Dipped; the cords of carcass being dipped in a rubber solution to minimize internal friction. Famous for long mileage throughout the Empire. We are prepared to serve you better and save you money.

MOST MILES PER DOLLAR!

Firestone

GUM-DIPPED BALLOON TYRES

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

New Ford Business Coupe



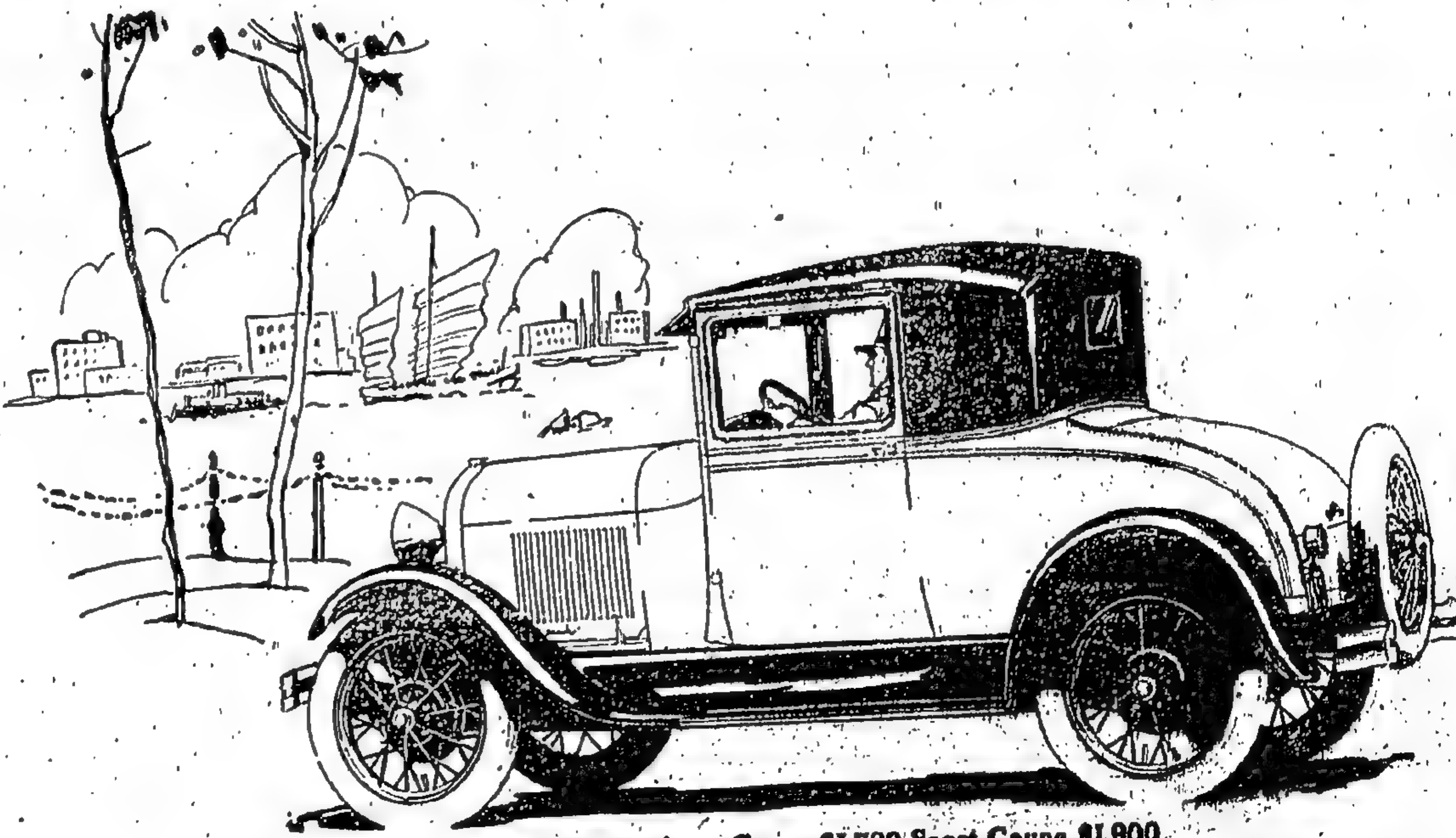
YOU will be immediately impressed with both its appearance and performance. Here is a car combining beauty, safety, comfort, reliability, low first-cost, economy and low upkeep.

You will like its low, trim, graceful lines—its beautiful colours—its snug protection from all kinds of weather—the generous seat room—the unusually large luggage space provided in the rear deck, or the wide, substantial rumble seat which is provided as standard equipment on the sport coupe, and optional equipment for standard or business coupe—the rich simplicity of its finish and full nicked appointments—its alert speed and quick acceleration.

The new Ford is not just a new model—not just a new automobile—but the advanced expression of a wholly new idea in modern, economical transportation.

All the new Ford cars are furnished in a pleasing variety of beautiful two-tone colour harmonies.

Request the dealer to call at your office or home for a demonstration ride. You will then know the joy of driving and riding in the new Ford cars.



Standard Coupe \$1,900 Business Coupe \$1,790 Sport Coupe \$1,800
Including Spare Tire and Bumpers.

Immediate Delivery

AUTHORIZED DEALER

WALLACE HARPER & Co., Ltd.

745 Nathan Road, Mongkok,
KOWLOON, HONGKONG.

Standard Equipment on these cars include

- | | |
|---|---|
| Four. Houdaille, hydraulic shock absorbers. | Electric windshield wiper |
| Mechanical, internal expanding brake shoe type four-wheel brakes. | Dash light |
| Triplex shatter-proof glass windshield. | Mirror. |
| Gasoline gage on instrument panel. | Combinations stop and tail light. |
| | Theft-proof coincidental ignition lock. |
| | High pressure grease gun lubrication. |
| | Right hand drive. |

FORD MOTOR COMPANY EXPORTS INC. SHANGHAI.

CAMPBELL'S NEXT RECORD ATTEMPT.

To be Made in the Syrian Desert Next September.

It is not surprising that Captain Malcolm Campbell has selected the Syrian Desert for his proposed attempt to regain for England the world's land speed record. He has searched the English and Danish coasts without finding a stretch of sand that he regards as suitable, and coastal sands at their very best have always the grave disadvantage of limited width, with the risk of the sea on one side and the spectators on the other.

A Sun-baked Waste.

The Syrian Desert is a vast stretch of sun-baked waste at this time of year, perfectly smooth and hard in some places, rough, rutted and overgrown with camelthorn in others. In the days of the Persian and the Greek empires this desert was a highway linking the Mesopotamian and the Mediterranean civilizations. For two thousand years, however, it has not suffered the tread of man and beast to any extent, until the recent war and the years immediately following its close. In 1923 Norman and Gerald Nairn, two officers who had served in the Near Eastern campaigns, bravely started a mail service with Cadillac cars between Bagdad and Damascus. It was practically a non-stop dash across the 600 miles of nothingness, with one reliable oasis, namely Rutba Wells, halfway across.

By their pluck and endurance the service was developed and regularized in spite of the difficulties of mud in winter and the trouble with Arab raiders during the 1925 period of the Druze rising. Last year the Nairn Co. introduced six-wheelers, saloon coaches on the route, so that nowadays the crossing is made in about 26 hours with safety and comfort.

The eastern half of the track, from Bagdad via Fellujah and the R.A.F. aerodrome of Ramadi, to Rutba is not suitable for great

speeds. There are several wadis to be crossed—dried-up water-courses, which in the winter are streams emptying into the Euphrates. The track is rather badly rutted as a rule and strewn with small boulders.

West of Rutba, however, there is a splendid stretch of nearly 300 miles of smooth, hard ground, where speed is possible with safety. Nairn's saloon coaches, carrying 15 passengers and two British drivers, a ton of luggage (on the roof) and 160 gallons of petrol, besides water, ice and food supplies, exceed 40 miles per hour for long stretches. Travelling westward they are met 150 miles east of Damascus by an armed Cadillac car, which escorts them through the more dangerous parts of the stronghold of the Arab tribes. Cadillac and six-wheeler bowl comfortably along together at 40 to 50 m.p.h.

Difficulties to Face.

Captain Campbell, has, however, some considerable difficulties to face. The greatest difficulty, of course, is the heat, which will call for the very best in tyres and for careful carburettor and radiator adjustments. He will also have trouble with mirages, and it is quite possible that the mirage difficulty will necessitate all practice runs and the record attempt being made before 8 o'clock in the morning. After 8 o'clock they become very trying; they obscure the land ahead and give the impression that one is driving over the edge of a cliff.

As regards the surface, there should be no difficulty in selecting a stretch of 30 or 50 miles of practically perfect road, with a width of several miles, free from camel thorn, ruts and boulders. If it is near the motor mail track he will find it necessary to make a search for broken bottles, for the modern desert travellers have a careless way of discarding beer

bottles with impunity, and probably the only small obstruction which would be more treacherous and disastrous than a beer bottle to Captain Campbell's driving would be—half a beer bottle.

It must not be thought that the surface is a sandy one. It is quite a hard clay ground, thoroughly moistened every winter and baked solid by the summer sun. The summer weather is utterly reliable—too utterly for words—and there need be no difficulties of wind in the early mornings, although there are usually gusts in the afternoon, and whirlwinds lifting black columns of dust some 200 feet up are quite the common thing.

As regards organization and protection there are now ample facilities. Supplies can be obtained in Damascus, and the Nairn company has there a most up-to-date workshop with lathes, machines, and a welding and other plant. If the camp is pitched nearer to Rutba, supplies of ice, water and food can be arranged from there, for where existed merely the wells there is now a British fort housing a modern hotel, wireless station and military protection. Finally, Imperial Airways, Ltd., and the R.A.F. are in constant patrol over the desert, so that altogether Captain Campbell will, probably be well pleased with his choice. Good luck to his effort.

A MAN'S JOB.

No Machine Can Replace Him.

Pontiac, Mich., July 3.—For 34 years W. E. Noble has worked at the same job in the plant of the Oakland Motor Car Company, here, but no machine has yet been found to replace him!

Now Noble, at 65, is resting a bit while the machinery from the old plant is being transferred to the new \$3,000,000 assembly plant. Then he'll take up his old tools again, relics of the horse age, and resume his unique occupation.

It is fashioning the leather used in upholstering the sport models of the Oakland All-American Six. Back in 1894 Noble served in the same capacity with the Pontiac Buggy Company, which later

CHEVROLET'S LEAD.

Big Volume of Business.

With the year drawing on, Chevrolet is piling up production records that indicate 1928 as its banner year and practically assure its beating its own 1927 record of building and selling more cars than any manufacturer in the world.

Chevrolet's far-sighted policy of perfecting its product by introducing new improvements while retaining all the substantial qualities that have earned it its reputation for stability and service, is now so impressed on the public's mind that purchasers do not even question mechanical qualities. They know that when Chevrolet has met the tests of General Motors Proving Grounds, it is the best product of its kind money can buy. Just how definitely they realize this is demonstrated by a demand that has kept Chevrolet factories going at top speed and pushed production figures to new high levels.

During May, the Chevrolet Motor Company shattered all production records of its sixteen years' existence by turning out 140,700 units. The peak for a single day was reached on May 28th when 7075 finished cars and trucks rolled off the assembly lines.

Production of 1928 models to June 1 was 651,500 units, according to W. S. Knudsen, President and General Manager of Chevrolet Motor Company.

Up to June 1st last year the Company had built 513,000 new models; in 1926, 326,000 units, and in 1925 less than one-third the volume achieved during the corresponding period this year.

The output for May was 25,000 units in excess of the 115,000 cars and trucks built in the corresponding period last year which, until this year had been the largest production month in the history of the Company.

In view of the high May volume and the June schedule, Mr. Knudsen has stated that by the middle of the year the number of new cars built would be well beyond the three-quarter million mark.

All production operations of the Company have been running at capacity since early in the year. The high May volume was made possible because several plans have been expanded and a new assembly plant, opened at Atlanta, Georgia, to relieve the other fourteen domestic manufacturing operations, got in its first full month's production during May. Another new plant of similar size to the one at Atlanta has recently been announced for Kansas City, Missouri.

evolved into the Oakland Motor Car Company. At that time he was engaged in trimming the gorgeous buggies of the smart set.

"Our production was about five or six buggies a day," he says. "We had yearly models then just as they do to-day with automobiles. But things certainly have changed since I came here."

"For instance, our 'conveyor line' for buggy wheels was a line of men standing between the freight car and the factory entrance. The first man gave the wheel a whirl and rolled it along the platform. Just as it began to wobble, the second man caught it and rolled it on to the next. Some of the boys were pretty good at it."

"To-day in the Oakland Six factory the wheels, all matched in sets of the same colour, and equipped with inflated tyres, appear out of a conveyor chute at the exact moment that a car of the same colour comes along on the assembly line. They've certainly got 'er down to a system. Never yet got a machine, though, that could do my job. I'm still cutting leather just like I did back in 1894."

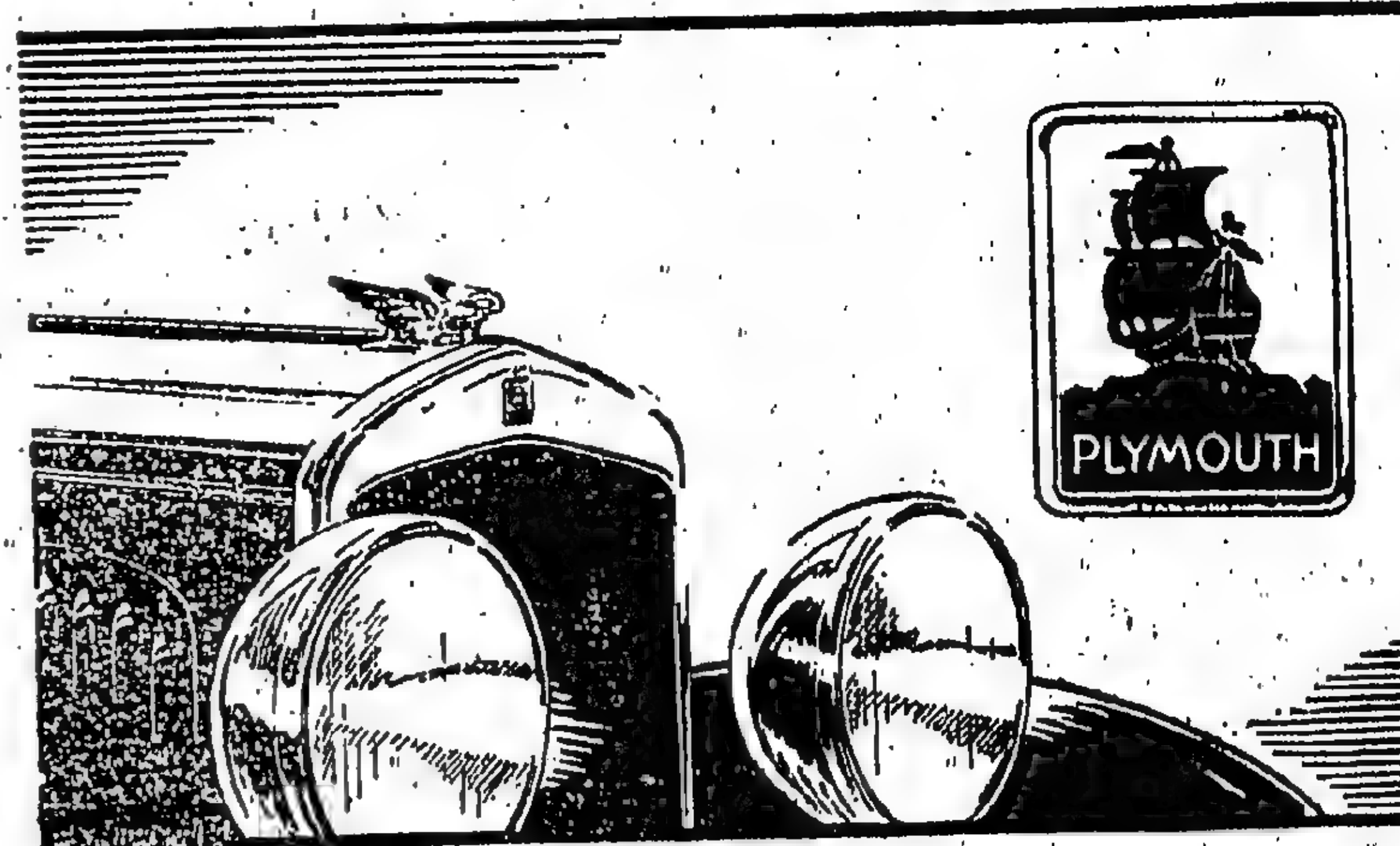
"I went along trimming buggies until 1907 when E. M. Murphy, president of the Pontiac Buggy Company, decided that maybe there might be something to this horseless carriage business. He set one little building aside for an automobile factory and I was put on auto trimming."

"At first the car had two cylinders and you had to pay extra for things like tops and headlights. The whole car except the top and trimming was assembled. All the parts were shipped in and a gang of men just worked around a car until it was finished. About two cars a day was our limit at first and the buggies were still the company's main product."

"The next year they brought out the first four-cylinder Oakland. The automobiles soon became more important than the buggies and more space was used in the assembling."

"Finally in 1909 the company was taken over by General Motors. But I kept right along the same job and I'll be back at it again when they start up in the new building."

NEW PLYMOUTH CHRYSLER



A New Car..A New Car Style..A New Zenith of Low Priced Car Luxury and Performance

New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointment detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterize fine cars of higher price.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

A Plymouth ride is the best demonstration of the ease with which it leaps from 5 to 60 and more miles per hour—the quiet of its power and the smoothness of its flight. You yourself must

put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

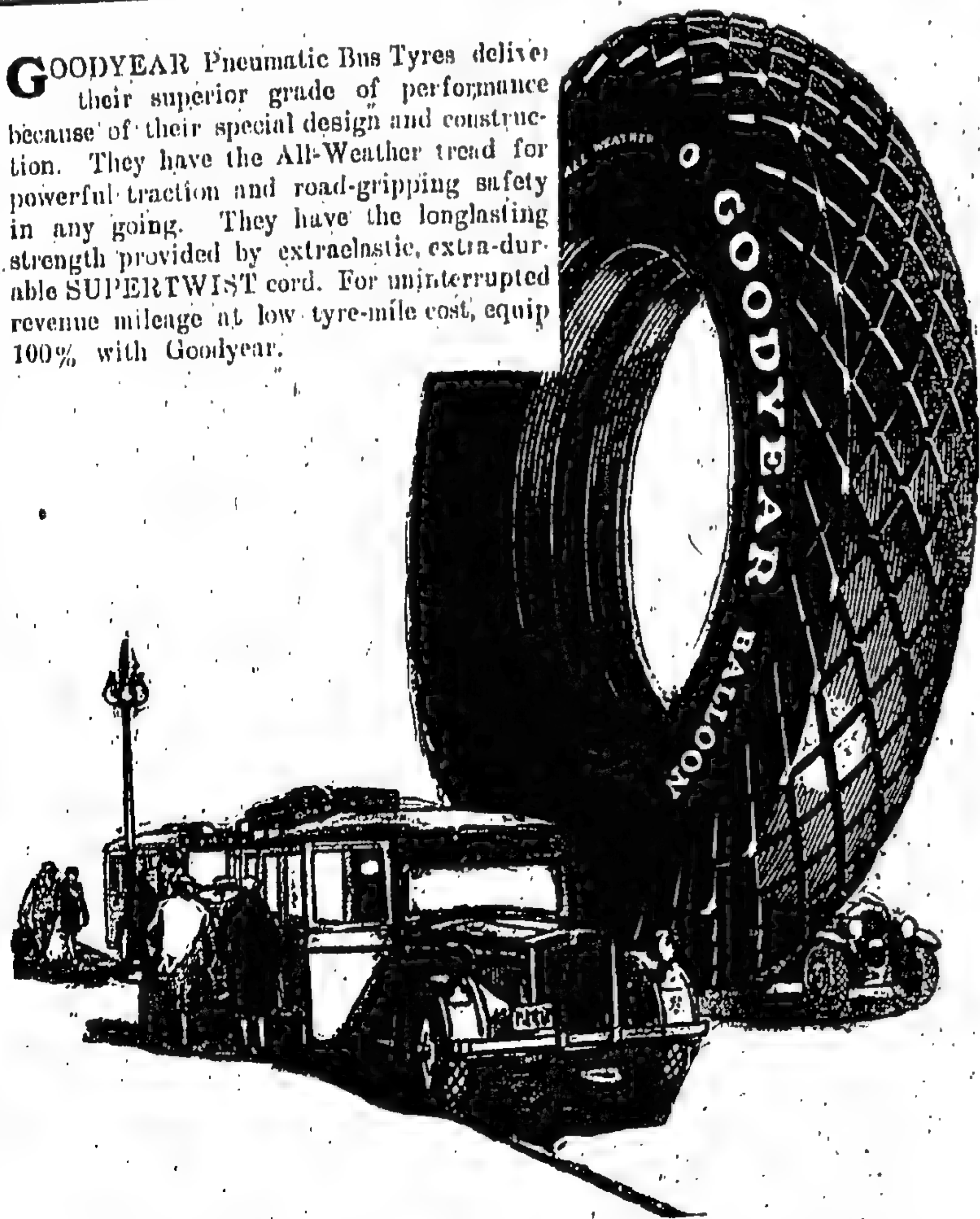
Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1119.

GOODYEAR Pneumatic Bus Tyres deliver their superior grade of performance because of their special design and construction. They have the All-Weather tread for powerful traction and road-gripping safety in any going. They have the longlasting strength provided by extraelastic, extra-durable SUPERTWIST cord. For uninterrupted revenue mileage at low tyre-mile cost, equip 100% with Goodyear.



For every Goodyear Bus Tyre there is an equally fine Goodyear Tube, built especially to the needs of bus service

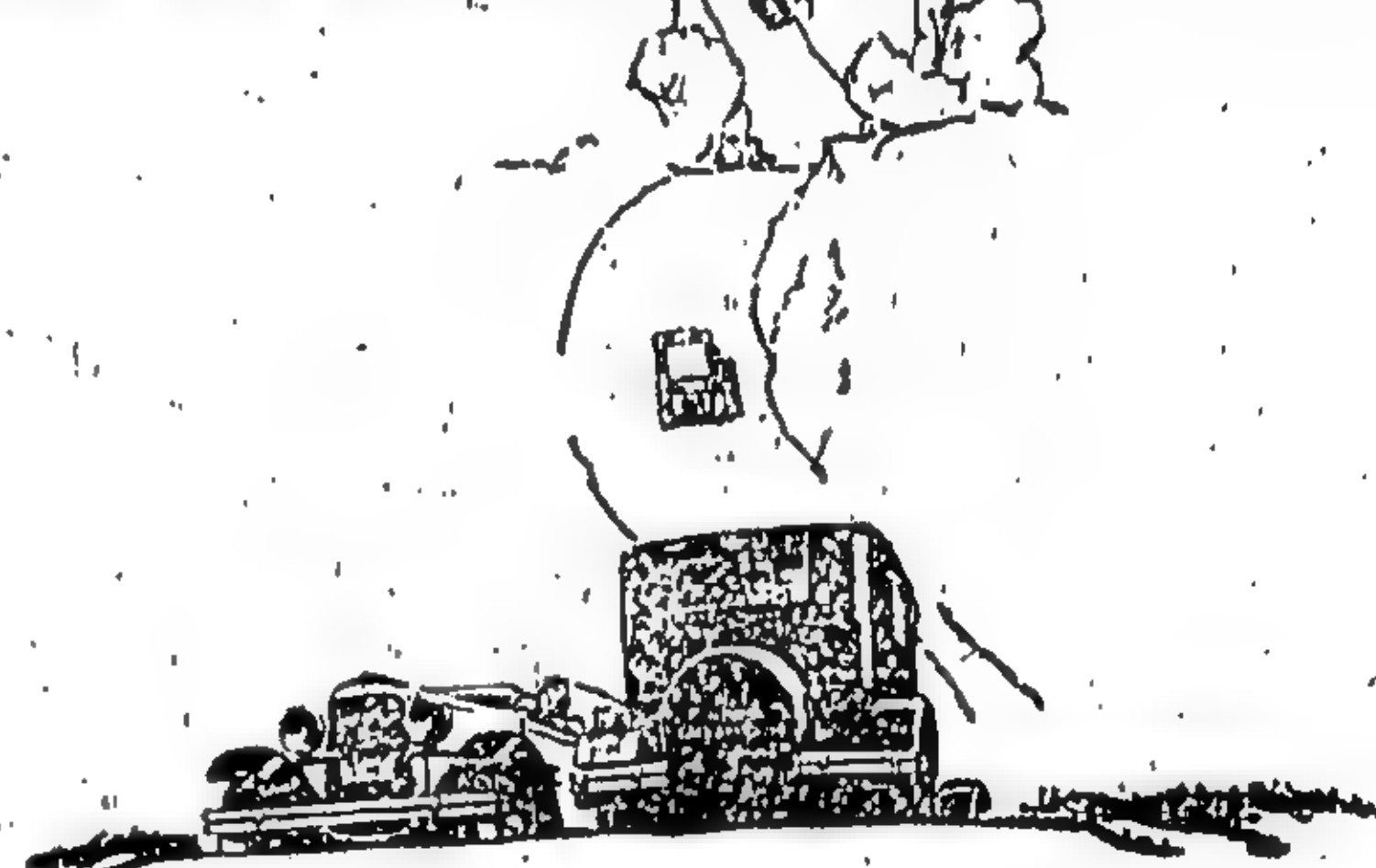
GOODYEAR

DISTRIBUTORS

ALEX. ROSS & Co. (China), Ltd.

PRINCE'S BUILDING, HONGKONG.

PROVED BY A MILLION MILES



Before the new Oldsmobile was presented to the public more than a million miles of testing were put behind it. For two years it was threading the traffic of street and highway... running the gauntlet of exacting tests on the General Motors Proving Ground... 1,177,000 miles of wearing and tearing use! As a result, the new Oldsmobile brings to buyers those fine car qualities which

have heretofore been available only at higher prices—high speed combined with steadiness... true smoothness combined with rugged power... quietness combined with ease of operation—

—All in a six whose stamina is a matter of engineering record!

Prove this car for yourself and you will know why thousands of buyers are choosing the new Oldsmobile Six.

TOURING
\$2,500
ROADSTER

OLDSMOBILE
PRODUCT OF GENERAL MOTORS

The Dragon Motor Car Co., Ltd.

TELEPHONE C. 1246

33, WONG NEI CHEUNG ROAD.

THE FINE CAR OF LOW PRICE

HONGKONG PENSION
AMENDMENT.NEW RULES FOR MATRONS
AND SISTERS.

CALCULATION BASIS.

It is notified in the Gazette that the Pension Minute (General Order No. 165) has been amended by the deletion of paragraph 10 of Clause No. 1 and the substitution of the following therefor:

A European nursing sister or matron, who has not less than three years Government service in the Colony, and who has been employed as a qualified nursing sister or matron in the public service or in a public hospital, in the Colony or elsewhere, to which she was appointed by the Colonial Government or through the Overseas Nursing Association, for a term or terms which, together with such Government service, make up a period of not less than 15 years in all, and who would not otherwise be entitled to a pension, gratuity or other retiring allowance under the provisions of this Minute, may be granted on her ultimate retirement from the Government service, or from such employment as aforesaid, as the case may be, a retiring allowance calculated at the rate of 8s. 4d. per annum for each month of her Government service in the Colony.

For the purposes of this paragraph such periods of three years and 15 years need not be continuous.

Provided that the above mentioned minimum period of 15 years shall be reduced to 10 years in the case of a European nursing sister or matron who is compelled by ill-health, not caused by her own misconduct, to relinquish her overseas nursing career.

Provided further that, except in the case of ultimate retirement on account of illness, no such retiring allowance shall be payable, until the nursing sister or matron reaches the age of 50; and provided further that the grant of such retiring allowance shall be dependent on the production to the satisfaction of the Secretary of State of certificates of satisfactory service in respect of each term of service and term of employment making up such minimum period of 15 years or 10 years, as the case may be, and that the total retiring allowance drawn by the nursing sister or matron from all sources in respect of Government service in the Colony and employment as aforesaid, in the Colony and elsewhere shall not exceed the amount of pension which she would have drawn if her whole service and employment as aforesaid had been on the pensionable establishment of the Colony.

The provisions of this paragraph 10 will apply to all European nursing sisters and matrons in the service of the Government of the Colony on or at any time after 1st January, 1926.

CITY PROPERTY DEAL.

ICE HOUSE ST. BLOCK IS SOLD

Another important deal, involving property situated in the heart of the city, has been put through by the sale of that block of old buildings comprising the central part of the Ice House Street which has changed hands at \$40 per square foot.

Measuring 5,749 square feet in area, the property is situated between No. 8a, Des Voeux Road, which is occupied by the Netherlands India Commercial Bank, and No. 11, Queen's Road Central, occupied by the Netherlands Trading Society. In it are at present housed the new shop of Messrs. Wm. Powell, the headquarters of the Hongkong Stockbrokers' Association, the modiste's shop of Madame Clerget, and Messrs. Kelly Sayce's book store.

Confirmation of the deal was obtained from Messrs. David Sassoon and Co., who, it is understood, were acting for a member of the Sassoon family in the disposal of the property to a Chinese broker, who is referred to in the transaction as "the investor." Dr. Fred Kew was the broker engaged in the transaction.

The future of the property in question has been for a number of years the subject of speculation, and its sale has been rumoured on more than one occasion. At \$40 per square foot, at which the property is now sold, the total sum involved falls under a fraction of three lakhs.

It is understood that the deal is to be completed within six months. It is not definitely known what the new owner intends to do with the block.

Five puppies belonging to the executors of Captain Loewenstein have been detained in quarantine, states the "London Gazette."

CRIMINAL LIBEL
CHARGES.MAGISTRATE MAY TRY
SUMMARILY.

AMENDED LOCAL LAW.

The Gazette contains the draft of an Ordinance to amend the Magistrates Ordinance, 1890.

Clause 2 of this Bill amends the present section 96 of Ordinance No. 3 of 1890, which was enacted by Ordinance No. 23 of 1927, Section 13, by restoring to a magistrate the power to review his decision on his own initiative, which power existed in the original Section 69 of Ordinance No. 3 of 1890, but seems to have been omitted by inadvertence when that Section was re-drafted for insertion in Ordinance No. 23 of 1927.

It seems obviously desirable that a magistrate should retain such power of reviewing his own decision. This power of review is limited to a period of seven clear days from the date of his original decision.

Clause 3 (a) of this Bill amends paragraph 10 of the Third Schedule to the Magistrates Ordinance, 1890 by drawing attention to the fact that in the case of a criminal charge for libel, which the magistrate considers to be of a trivial character, there is power, with the assent of the party charged, for the magistrate to deal with such libel charge summarily.

The other amendment effected by Clause 3 of this Bill is to delete paragraph 11 from the Third Schedule of the Magistrates Ordinance for the reasons that defamatory libels are specifically included in paragraph 10 of that Schedule and that verbal defamation cannot be made the subject of a criminal charge.

THE GRAND TATTOO.

PORTUGUESE CO-OPERATION
IN STRIKING TABLEAU.

In our Picture Page today we reproduce the photographs of two leading Portuguese young ladies who are taking part in the Portuguese display in the forthcoming Grand Tattoo. Both the young ladies are familiar figures in Hong Kong.

Mlle. Maria Barbosa will be remembered as the charming daughter of H.E. Senhor Arthur Tamagnini de Souza Barbosa, who accompanied her parents on the occasion of the official visit of the Governor of Macao to Hong Kong just a year ago. Miss Barbosa, by her graceful pose and commanding figure, will make a dignified "Britannia" in the tableau representing the world's oldest alliance, that between Great Britain and Portugal.

Mlle. Maria Louisa de Albuquerque Castro is well-known in Hong Kong as the daughter of the Consul-General for Portugal in this Colony and Mrs. Albuquerque Castro. She is a typical daughter of fair Lusitania and, as such, no happier choice could be found when the part of "Portugal" was assigned to her.

The Portuguese Committee of the Grand Tattoo are to be congratulated on enlisting the support of the two young ladies who cannot fail to charm the spectators in the respective roles so fittingly assigned to them.

BOWLS INTERPORT.

HONGKONG LOSE BADLY TO
SHANGHAI CLUB.

(Our Own Correspondent.)

Shanghai, Sept. 7. After their brilliant victory in the Interport game, Hongkong suffered a surprisingly heavy defeat to-day, when they met the Shanghai Lawn Bowls Club.

The visitors were handicapped by the strange green, and a gusty wind had a serious effect on play. Nevertheless the defeat of Hongkong was unexpected. They went down by 35 to 8.

Richards skipped the Club team and was gratified to see his men go off with a useful lead. Luing, the Hongkong skipper, had a disappointing afternoon. When five ends had been played the Shanghai Club had scored seven points to Hongkong's one, and at the tenth end the lead had been increased by six (17-5).

The situation looked hopeless for Hongkong, and hopeless it was. After the fifteenth, the scores were 23-6 in the Shanghai Club's favour, and at the twentieth they had drawn further away (31-8). The last end gave them four.

Hongkong never looked like winning and had only six ends in their favour, nearly all singles. Scores: S.L.B.C. Hongkong: F.L. Marshall Brown; Frost Chapman; Munro Mair; Richards 35 Luing.

WAR OPERATIONS IN
THE NORTH.U. S. BATTALION SENT TO
CHINWANGTAO.

CHANG RETIRING.

Naval wireless messages received in Hongkong to-day state that Japanese troops, with the exception of a small maintenance party, are leaving Chinwangtao. An American relief battalion has arrived there.

The Tongshan mining area is quiet, according to messages despatched yesterday, the withdrawal of the Fengtien infantry and artillery into Manchuria continuing. The Shantung-Chihli troops have evacuated Hanko and Lutai and are concentrating about five miles west of Tongshan.

The transport Matsu Maru has sailed from Chinwangtao for an unknown destination.

Chu Yu-pu and Ho Feng-lin visited Chang Chung-chang at Kaiting on Wednesday. Li Tsao-lin arrived at Chinwangtao on Thursday morning accompanied by two Japanese and it is understood that the party will go on to Kaiting to advise Chang Chung-chang to give in.

A train bearing about 500 Nationalist troops, under Feng Chen-wu, arrived at Lutai on Thursday. The Shantung armoured train is still patrolling as far as Hsiao-chung.

Mukden Conference.

Shanghai, Sept. 7. Under the leadership of General Chang Hsueh-liang, a military meeting was held at Mukden two days ago, those attending including Generals Yang Yu-tung and Chang Tso-hsiang. The decisions reached were: (1) The Fengtien Government will take the responsibility of paying off the Shantung-Chihli troops which have now been demobilised; (2) to urge General Chang Chung-chang to retire; (3) on account of the fact that General Pei Chung-hai is stationing a large contingent of his Hunan troops near Shan-hai-kwan Pass, he be requested to disarm all the troop remnants, who endeavour to get through; (4) if any of the defeated troops make an attempt to penetrate into Manchuria, the Government will take rigorous measures to disband them.

Chu Yu-pu at Mukden.

Shanghai, Sept. 7. General Chu Yu-pu has arrived at Mukden and expressed his willingness to cease operations against the Nationalists.

General Chang Hsueh-liang has replied asking him to retire and also to advise General Chang Chung-chang to do likewise, adding that the Government has decided to withdraw all Fengtien forces from within the Great Wall back to Manchuria as an indication that they intend to take no part in the present operations.

On the other hand, it appears that General Chang Chung-chang is not so conciliatory as his colleague, Chu Yu-pu, for another telegram states that General Chang wired to Chang Hsueh-liang for help, proposing that Manchuria should send an army of 30,000 men to join in the war against the Nationalists.

It is understood that Chang Chung-chang recently sent a personal envoy to Tientsin to arrange peace with General Pei, but because of the terms of the latter the negotiations have failed.

CANADA AND THE
NO-WAR PACT.HOW DISPUTES WITH U.S.A.
ARE ADJUSTED.

VALUE OF CONCORD.

London, Sept. 7.

In the course of a discussion on the pact for the renunciation of war in the League of Nations Assembly, Mr. Mackenzie King, the Canadian representative, in endorsing the pact said it was impossible to exaggerate its importance. Canada and the United States, he pointed out, had a common undelimited boundary of over 3,000 miles. Was not this a great proof of the renunciation of war by both sides?

He described the machinery which had been set up for the adjustment of all disputes between the United States and Canada as "one of the greatest contributions to the prosperity of the two nations."

In this manner, fears of aggression had been eliminated for many years, and the prosperity of the countries was increased, and commerce and industry had been safeguarded. This was why Canada supported all peace efforts made by the League.

The experience of Canada in her dealings with the United States had shown the value of international investigation in all disputes.

He was warmly applauded as he left the platform.—British Wireless.

The death took place at Ichang, yesterday, of Leading Supply Assistant Frank West, of H.M.S. Scarab. Deceased, who was a native of Rosyth, leaves a wife in England. The funeral took place at Ichang on the same day.

The weather returns for August show that the mean average temperature was 82.4, the highest being 92.2 and the lowest 76.6. There were 204.8 hours of sunshine and 12.91 inches of rain, whilst the average humidity was 84.

It is notified that Clause 3 (1) (d) of the Regulations made by the Midwives Board under Section 4 of the Midwives Ordinance, 1910, has been rescinded and the following substituted therefor:—"The course of training shall extend over a period of not less than two years at a maternity hospital recognised as such by the Board or two years in general nursing and one year at a maternity hospital recognised as such by the Board, or four years in general nursing, and six months at such maternity hospital as aforesaid."

We have received from the Canadian Pacific Steamship Company an attractive brochure issued by the Head Office in Montreal, announcing the inauguration of new sleeping cars "Bedroom Luxury" which are now in service on Canadian Pacific Railway trains between Montreal and Toronto. These new type cars contain 14 single-room compartments, each room fitted with stationary bed 2'8" wide and 6'6½" long, a folding table, chair, mirrors, washstand and toilet facilities, etc., also many other facilities which guarantee every possible convenience and comfort for the traveller.

The Very Idea!

One of the oldest and most English institutions, the barmald, will disappear if a Parliament Bill now being drafted is passed.

The Bill will impose conditions such as will prevent the present number of 25,000 women and girls employed in selling retail liquor from increasing, and gradually restrict them to the daughters and wives of owners of saloons.

The Rev. C. F. Tonks, rural dean of Canterbury, who is one of the leaders in the anti-barmald movement declares that "the health of many barmalds suffers through the stuffy and unhealthy atmosphere too often found in the saloon, but damage to physical health is not the most serious form of harm that barmalds are likely to suffer."

"They may give way, and not infrequently have given way, to inebriety, and many have to be discharged for drunkenness."

The barmalds are among the prettiest girls of England. Mr. Tonks explains this by saying: "Barmalds, as advertisements show, are selected mainly for their youthfulness, good looks, smartness and attractive appearance. The large majority are under twenty-five years of age."

A benevolent old gentleman spent his spare time giving addresses to inmates of lunatic asylums.

On one occasion, in pursuit of his hobby, he was giving a talk on a popular subject to the saner section of one of these institutions. Right in the middle of his address one of the inmates rose up and, addressing the Governor, who was in the chair, asked, "Are we obliged to listen to this drivel?"

The lecturer stopped instantly, and, addressing the chairman, said, "Shall I go on?"

"You may proceed," said the latter. "That poor fellow has only one lucid interval every twelve months, and so he is not likely to interrupt again."

The President of the Turkish National Assembly objects to Turkish women growing their hair long after discarding the veil.

He says that short hair is a Koran fashion; it is perfection. He says that the same remarks apply to short skirts; civilized women cannot go about with skirts of ankle length.

[A Hertfordshire woman, who was asked in Court if her husband ill-treated her, replied, "Well, he throws me out of the window every now and again."]

Is my Bert a good husband? Well, I make no doubt you'll know what I mean when I say, "In a general way."

And as far as husbands go, "He'll throw me out of the window whenever he's feeling vexed. Though one minute he's riled and he gets fair wild. He's forgotten it all the next."

"Boil over and get it done with"; That always was Bert's own plan. Though I feel it's hard, When I bump in the yard To live with a real he-man.

Yet better a red-hot temper, When all is said and done, Than for cutting it short, Than the worrying sort That keeps on giving you one.

So I often find myself thinking It must be all for the best. When my man's in the mood, Why it does him good. To get things off his chest.

As I often say to myself like, As I'm flying out through the air, It's nasty of Bert, But I might have been hurt If there wasn't a window there.

Solicitor's clerk, at Bow: I saw this man's wife about the accident, but she seemed disinclined to talk. The husband: What! my wife?

An elderly man, who asked Mr. Snell, the Old-street magistrate, for a summons against his wife for assault, said: "I cannot live with her. My body is black and blue with bruises."—Mr. Snell: Then leave her, and when she summons you for maintenance you can tell me all about it.

Tenant at Willeaden: At the time I was 10s. in rent with the debt.

"She went for me like a lion in the forest," said a woman in an assault case at Stenford (Lincoln).

Mr. Du Cann (barrister) to a woman witness at Old-street: Please let me get a word in edge-ways. I am not your husband.

"It is a curious thing," says a London contemporary, "that when a woman wants to get off a bus in a hurry, she nearly always strikes the bell at least twice."

When women in other cities get off a bus in a hurry, they usually strike the roadway, at least once.

RAIN EXPECTED.

The weather forecast up to noon to-morrow is:—S.W. winds, moderate, cloudy, rain.

New Stock of
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SHOES

Even within the narrow limitations of Shoe making, the Craftsman can produce effects which are assets to the wearer. But if a superior style is to outlast the strain of ordinary use, the foundation must be faultless and flexible. These two well-known brands of British Footwear live up to this ideal.

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Wagon Works
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THE WORLD OF SPORT

BRIGHT PROSPECTS
FOR BOXING.TWO STAR MEN ON H.M.S.
CORNWALL.

If present indications are borne out by experience, Hongkong is likely to enjoy the most successful boxing season of recent years. A galaxy of talent has been brought to the China Station by the new County cruisers, the latest arrivals being Jock Creighton, one of the leading welterweights in the West of England, and Leading Stoker Mann, a heavyweight of much distinction.

Photographs of both men appear on our Picture Page to-day. Mann is one of the foremost exponents at his weight in the Imperial Services, and the only difficulty in Hongkong would appear to be to find him an opponent worthy of his steel.

Leading Stoker Mann is the present holder of the heavyweight championship of the Imperial Services, and of the Royal Navy and Royal Marines. The latter title he won for the first time in 1924, in 1926 he took the heavyweight championship of the Mediterranean Fleet, in 1927 he won the championships of the Royal Navy and Royal Marines and of the West of England.

Early this year, he defeated all comers in the Imperial Services championships. With such a fine record, it will be a great pity if the Colony is unable to produce a man who will extend him.

In the course of his career he has fought 79 professional contests, having lost three, drawn one, and won 75. It is notable that his only drawn fight was against Johannes Stranne, of Sweden, last year, after a memorable fight over fifteen rounds.

Jock Creighton, another keen fighter brought out by H.M.S. Cornwall, is more happily situated. A welterweight, he will find no dearth of opponents at his weight, indeed, it is certain that Hongkong will be remarkably strong in his class this year.

Creighton has fought, and beaten every welter in Plymouth, while on more than one occasion he has figured in leading bouts at the Ring. Creighton has beaten Patey Flynn, a star Belfast welter, Arthur Bown, of Exeter, Johnny Morgan, Welsh champion, Boy Wills, for the championship of the West of England, Jim Howard, Middleweight champion of Plymouth, after a draw, John Begbie, etc. etc.

On the "Cornwall" he is regarded as one of the best men at his weight in the Royal Navy, and he will have an opportunity of justifying their confidence very shortly.

Among the first-class welter likely to perform in Hongkong during the coming season are Corpi, Duncan, A. B. Ewin, and Signalmah Morris, a very formidable trio.

PING-PONG LEAGUE.

SOUTH CHINA A.A. OBTAIN
CHAMPIONSHIPS.

The match between the South China A.A. and the Wah Yan O.B.U., played last evening at the premises of the Chinese Catholic Society, decided the holder of the "Kong-Tong" Challenge Cup, this year. The score was very close at one time but nearing the end South China forced a greater lead and finally secured the victory by 59 games to Wah Yan's 49.

South China A.A.

Player	Points
Wong Tang-hoi	13
Ko Yau-cheong	11
Wong Lan-yiu	10
Kwan Man-ching	10
Yuen Yu-cheung	8
Fok Hin-chiu	7
Total	59

Wah Yan O.B.U.

Ng Tai-ping	11
Chang-Sum-chuen	11
Chan Ying-ding	10
Wong Mo-ping	7
Chang Ying-fook	7
Ng Tin-fon	4
Total	49

All the League matches are now over and the South China A.A. are to be congratulated on their success in winning both the Senior and Junior Championships.

NEW HIGH CRICKET
RECORD.

(Continued from Page 1.)

A great duel ensued, but the Gentlemen succeeded with one wicket in hand.

M.C.C. TEAM IN FORM.

In Strong Position at
Scarborough.

Mr. C. I. Thornton got together a very strong side to meet the M.C.C. Australia team at Scarborough, but they were outplayed by England's representatives, who were robbed of victory by rain interruptions which did not permit the finish of the game.

The cricket was notable for the consistency of the England team's batting rather than by any outstanding performance.

Mr. Thornton's XI were sent in for the last innings requiring 350 runs to win. 189 had been knocked up for the loss of three wickets when stumps were drawn. The scores were:

M.C.C. team: 416.
Thornton's XI: 293.
M.C.C. team: 236 for 5 (dec'd).
Thornton's XI: 189 for 3.

The feature of the game was some brilliant bowling by Tate in the Thornton team's first innings. He took 5 wickets for 71 runs. No player succeeded in reaching three figures.

A WONDERFUL RECORD.

Freeman's Amazing Bowling
Performances.

One of the most interesting games of the season, providing some capital cricket, was that between Kent and an M.C.C. team at Folkestone. The M.C.C. were strongly represented and they won by four wickets.

The batting performances of Woolley, J.L. Bryan and R.H. Bettington were, however, overshadowed by the accomplishment of a wonderful performance by "Tich" Freeman, the Kent slow bowler.

By taking ten wickets in the course of the match, he brought his aggregate bag for the season to 291, which beats the remarkable record of Tom Richardson, set up 33 years ago.

Freeman's 291 is the highest ever taken in a single season in the annals of first-class cricket, the nearest approach to this figure since the war being 228 by Tate in 1925.

The scores were:

Kent: 270.
M.C.C.: 376.
Kent: 394.
M.C.C.: 289 for 6 wickets.

It will be seen that the match produced an aggregate of well over 1200 runs. In Kent's first innings, Woolley gave a superb display hitting up 125 in his own inimitable style, scoring with perfect freedom in all directions.

R.H. Bettington stood out when the M.C.C. batted. He alone severely punished Freeman, who bowled splendidly to take 6 wickets for 114.

A dashing display by J.L. Bryan who hit up 140 enabled Kent to make a good recovery, but the M.C.C. set about their task in great style and made the necessary runs for the loss of six wickets. Freeman took four for 117.—*Reuter.*

JUNIOR BASEBALL.

CHINA ATHLETIC DEFEAT
THE KIORA NINE.

In a close and exciting game at Happy Valley yesterday, the China Athletic baseball team defeated the Kiora nine by five points to one.

The game was scheduled for seven innings, but owing to falling light the umpire called the game during the first half of the seventh frame. At the end of five innings the score was five to one in favour of the Athletic, and according to the rules the game goes to them.

Despite falling light, the Kiora team did their best to make up the deficiency of four points between them and their opponents. In the sixth inning they obtained two points and two more were added in the seventh, with only one man down, when the umpire called the game.

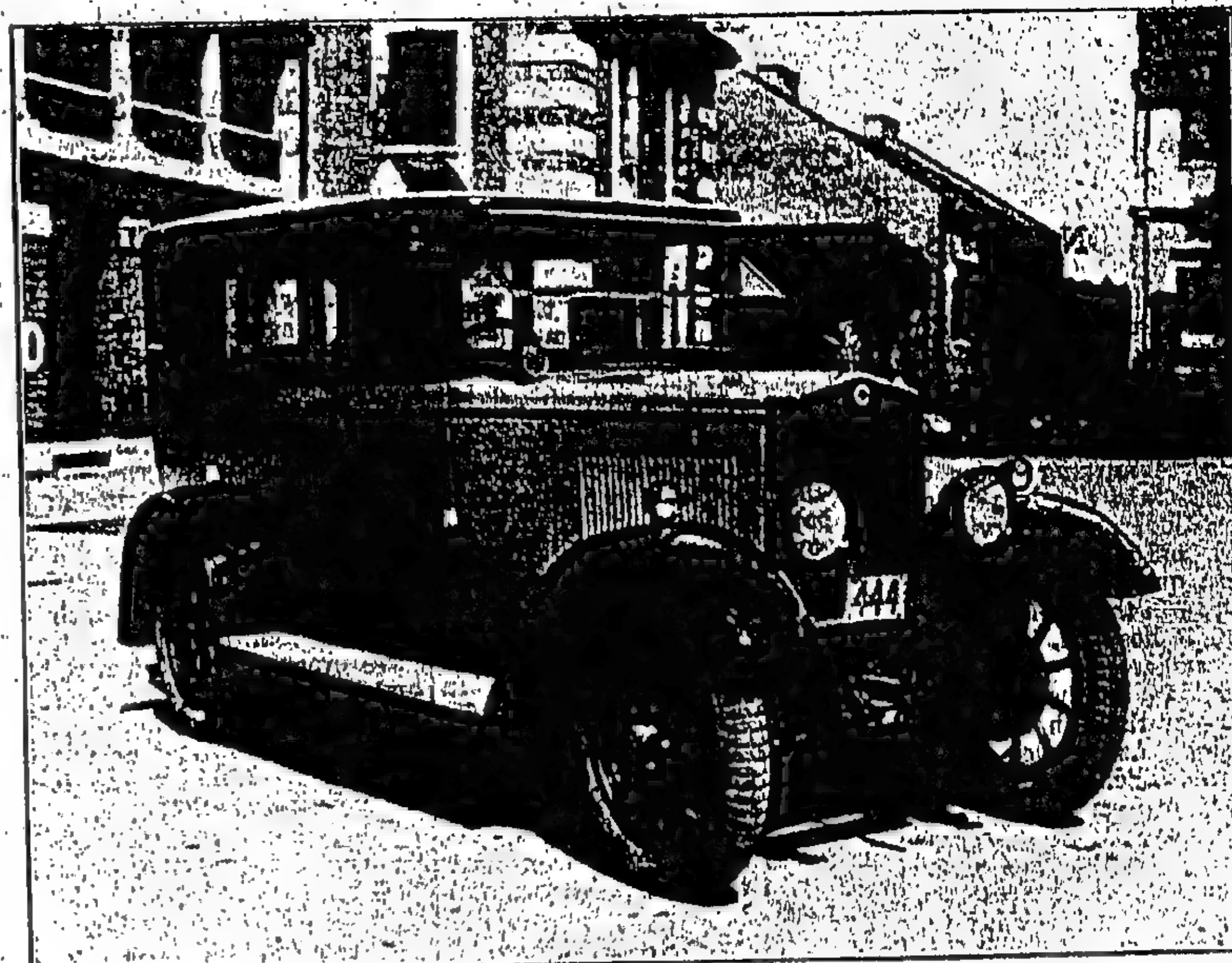
On form, there was very little difference between the teams. Fielding errors were the rule rather than the exception.

The score by innings was as follows:

Innings	1	2	3	4	5	6	7	Total
Kiora	0	0	0	1	0	2	2	5
China Athletic	0	2	0	0	0	0	0	2

*Unfinished inning.

HONG KONG'S NEW TAXI-DE-LUXE.



Above is one of the new Morris saloon taxis-de-luxe, which has just arrived in Hongkong. A fleet of these fine vehicles will soon appear on the streets. (Photo: Mee Cheung).

HONGKONG TRADE.

EFFECT OF JAPANESE
BOYCOTT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Piece Goods.

Since our last report sales of White and Grey Shirtings have been made but as regards Fancy cloths practically no business has been booked and the market generally is very quiet. Deliveries of new cargo are satisfactory. Manchester prices are a little easier where forward shipments are required.

Another report states:—Buying of Spring season cotton goods is now practically ended. Manchester prices do not tempt the dealers and the decline in exchange rates has checked the small amount of business that was in progress in White Shirtings. Predictions are heard of a heavy decline in raw cotton prices, but

these prophecies may be intended to deter dealers from purchasing British goods whilst the anti-Japanese boycott prevails.

Woolens.

A few repeat orders for Wool Venetians, Union Cashmeres and Gaberdines have been booked, but it is too early for the regular buying-for shipment July/August, 1929, to begin. The Woolen market has opened for the new season very quietly. At present the demand is limited to Kwangsi, other centres remaining very quiet.

Cotton Yarn.

Market continues quiet and we have nothing fresh to report. Prices are unchanged. Nominal quotations are as follows: No. 10s. \$170-188, No. 12s. \$180-193, No. 16s. \$195-200, No. 20s. \$200-205. Arrivals nil. Shipments nil. Sales nil. Unsold Stocks 1,400 bales. Bargains 8,300 bales.

BANK RETURNS.

FIGURES FOR MONTH OF
AUGUST.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st August, 1928, as certified by the Managers of the respective Banks are:

Banks	Average Amount	Specie in Reserve
Chartered Bank	15,198,478	5,000,000
H.K. & Shanghai Bank	45,014,161	24,000,000
Mercantile Bank	1,880,848	650,000
Total	62,093,487	30,650,000

* In addition Sterling Securities are deposited with the Crown Agents valued at £1,275,000.
† In addition Securities deposited with the Crown Agents and Straits Government valued at £2,500,000.
‡ In addition Securities deposited with the Crown Agents valued at £180,000.

An interesting billiards match with the "Wo" team from the Catholic Union Club was played in the Chief and Petty Officers' Club last evening, resulting in a win for the "Wo" team by the narrow margin of 18 points.

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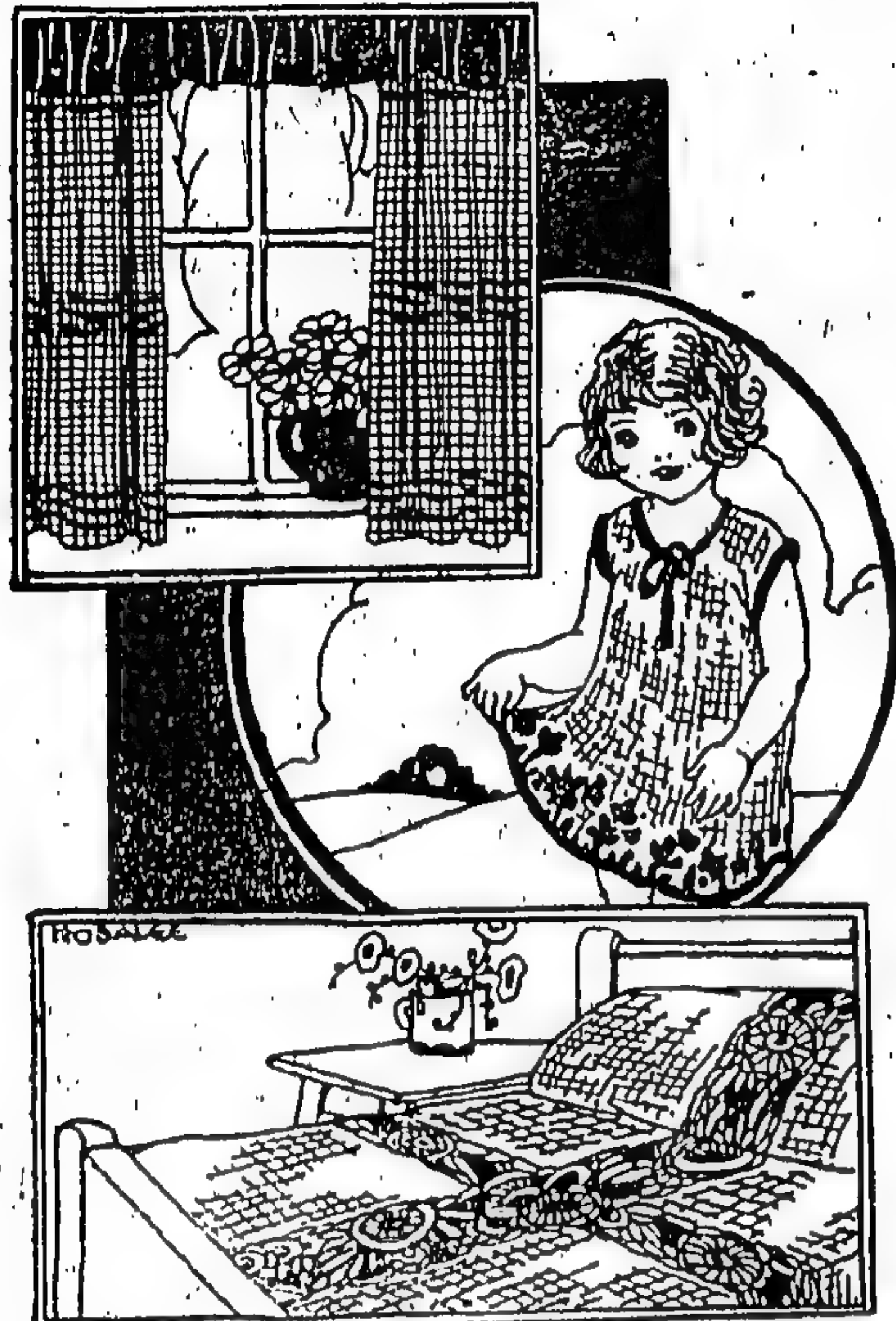
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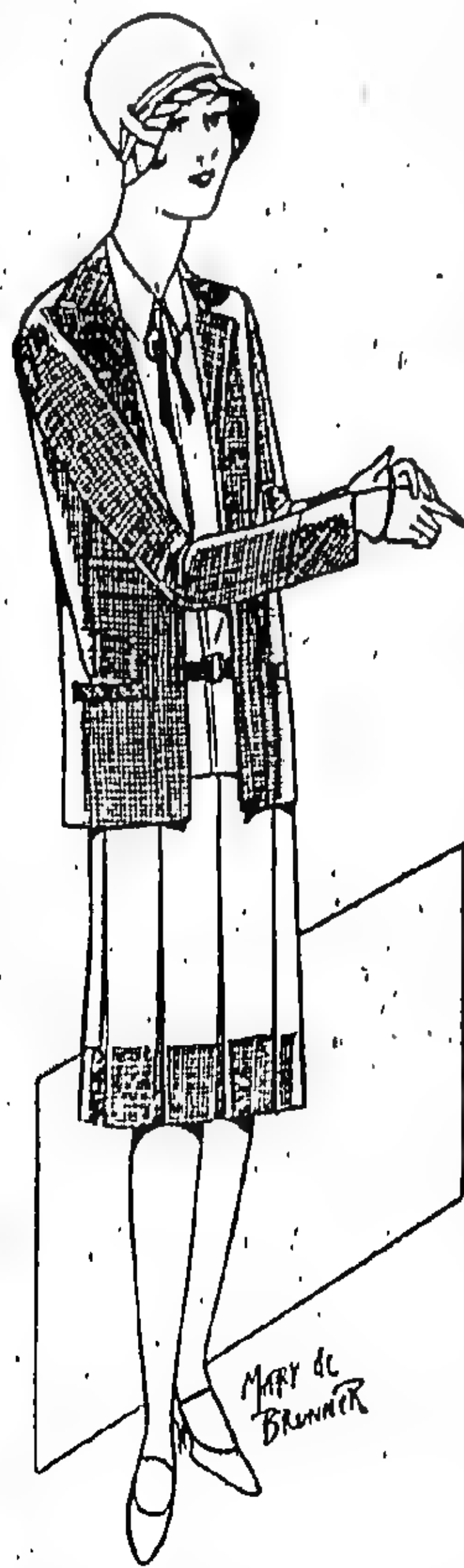


The quaint decorations for cottage rooms suggested in the picture were all made from ordinary string dishcloths. Touches of colour were introduced by bright strands of raffia and thick red and orange wools. The child's frock was made of two dishcloths of large size.

THIS WEEK'S RECIPE.

SPANISH FROZEN PUDDING.

One cup rice, 1 cup sugar, 2 cups canned peaches, 1 cup whipping cream, milk, few grains salt.
Wash rice, well and cook in 2 cups boiling water until water is absorbed. Then add about 2 cups of milk and cook over hot water until rice is tender, adding more milk if necessary. Let cool and add sugar. Stir until sugar is dissolved. Rub peaches through a sieve and add with cream whipped until firm to rice mixture. Add a few grains of salt and stir until thoroughly blended. Turn into a freezer and pack in four parts ice to one part salt. Let stand four hours. If a freezer with a dasher is used turn until mixture thickens. Remove dasher and pack until ready to serve.



Checked materials always make up very smartly, and the band of check at the hem of the skirt—to match the coat—is an original touch. Wide pleats give fullness. The coat is very plain and neat and is easily slipped on over a tailored shirt blouse with collar and tie.

ABOUT "HORN-RIMS."

[By an Optician.]

How often wearers of horn-rims are heard to complain that the rims of their glasses warp, become discoloured, and appear shabby after only a few months' wear. Yet this need not be.
To preserve the shape of horn-rim frames, don't leave them in the full glare of the sun when out of use. Even the heat of tortoiseshell softens and warps quickly under strong sunlight, and although it may be straightened, it is seldom, if ever, as good again.
Then, frequently tortoiseshell loses its colour on account of unnecessary handling. When this happens, a brilliant and lasting polish can be obtained by using a little honey. Apply the honey to the tortoiseshell by means of a soft piece of rag over the finger. Then wipe dry, and finally polish with a piece of old silk.
To preserve the brilliancy of new tortoiseshell rub it occasionally with the palm of the hand, and you will be surprised at how long it will keep in new condition.

Tortoiseshell that is made unsightly by scratches may be restored at home with very little trouble. First, rub rouge powder on the affected parts by means of a soft wet rag. Rub evenly, but not too hard, and the marks will gradually disappear. Then polish with a few drops of sweet oil and a leather.

Owing to accident, tortoiseshell rims are frequently broken. A quick, neat, and satisfactory emergency repair may be made by taking a little Canada balsam and heating it gently with a match. When soft, apply a drop to the surface to be joined, clamp the parts together with strong fine twine, and set aside in a cool place to harden. When the string is cut away, the excess balsam may be easily removed from the tortoiseshell with a sharp knife.

Lastly, in choosing horn-rimmed glasses, take care to see that not only do they fit, but that they are thoroughly comfortable. Special instruments now make it possible to build these rims to be correct down to the minutest detail, so that they will not cause the least discomfort.

Read Dolls.

Quite a novelty in the little figures we hang in the windows of our saloon cars are quaint dolls made of beads of various sorts and shapes. A good-sized cork may form the body of the doll, and then the head, a big wooden bead; and the arms and legs, alternate oval and round beads, are added, threaded on wire, which is drawn through the cork and secured. Features are painted on the face, and skirt or trousers and headgear added, and there is your doll.

GROW SLIM.

BY SIMPLE METHODS.

A starvation diet, as has been proved time after time, is not a sure, and certainly not a safe, method of reducing weight. And the reason must be obvious to anyone who gives the matter careful thought.

While the starvation diet is rigidly followed, weight is lost, but the moment it is abandoned, and sooner or later it must be, the pounds lost, whether few or many, are quickly regained and generally a few more are added.

In Japan, where it is almost a crime for a woman to be fat, or even what in Europe would be called merely plump, no one ever troubles to diet. The Japanese women take their meals when and of what they please, and yet keep slim, youthful-looking figures merely by following three simple rules.

Do Not Drink at Meals.

First, they adhere strictly to the dry meal habit. Drinking at meals is the surest way of putting on flesh. It is also very bad for the digestion, and although many people think that those who suffer with a poor digestion are always very thin, such is by no means the case. A bad digestion often makes the sufferer put on weight more rapidly than any other cause. If you would be slim and also fit physically do not drink at meal-time. To take your meals dry helps the process of digestion, and also prevents the accumulation of fatty tissue.

Drink Between Meals.

Drink at least a quart of cold water every day; if you can, take more, and take it between meals, half a pint at a time, and even after five or six weeks you will notice a difference. You will be slimmer, your eyes will be brighter, and your complexion clearer, and you will feel well physically and mentally.

The strained juice of a lemon, taken in a small glass of water, half an hour before the two chief meals of the day, is a great aid in reducing flesh, especially when it has accumulated below the belt.

The Value of Hot Baths.

Hot baths are a great aid in reducing weight if taken systematically, and are far less injurious to one's general health than a starvation diet. It is best to take these baths at night, and if reducing salts are added the results will be more rapid. More hot water should be added as the bath cools, and the "patient" should remain in it for twenty minutes. Take a glass of hot lemon and water after the bath and—then to bed.



The dressy blouse, as shown here in a pale peach-colour georgette with a draped scarf for collar and wide sleeves finished with lace frills. It is the kind of blouse which could be worn with a satin skirt for afternoon tea.

Moire Bedspreads.

Moire silk bedspreads are a novelty which will appeal to the woman who is in search of an original addition to the decorative scheme of her bedroom. They can be made in shades to harmonise with any room and are trimmed with broderie anglaise and insertions of torchon lace dyed to match.

SEA-WATER STAINS.

BOILING MILK AND SODA WILL REMOVE THEM.

However good for human beings, sea-water plays havoc with shoes and clothes, for which reason old footwear or a pair of the charming but cheap rubber-soled shoes so popular this summer are really good enough for the beach.

Brown shoes suffer most from sea-water, and unless the stains are quickly dealt with they become permanent. Common soda and boiling milk will remove recent stains. Dissolve a small knob of soda in an eggcupful of boiling milk, and while the mixture is still hot apply it to the stains with a piece of clean, soft rag. Rub well till the sea-water stains disappear. A final rubbing with good white shoe cream will restore the polish.

Rain-water is the cure for sea-water stains on material; tap-water will serve, but it is not so good. The stained part should be spread over a basin and rain-water poured through the stain, again and again. This removes the salt. Afterwards press well with a warm iron.

If the fabric is too delicate for the treatment described, the garment should be hung upon a line and the stain gently beaten with a small switch. This knocks out the salt, after which it should be steamed and pressed.



Nothing could be smarter and neater for a shopping expedition than an ensemble of this kind. Checked blue gingham was used for the overall-like dress, and the sleeves and vestette were of plain blue linen of a slightly paler shade. Bands of blue appear on the skirt.

FASHION'S LATEST.

TORTOISES SET WITH GEMS.

Gem-set living tortoises are the latest mascots to be carried by the ultra-smart women who cultivate individuality in the choice of their pets.

The transition from the formidable Alsatian, with trappings to match the walking suit of his owner, to the small tortoise which can be balanced on the hand, is startling, and has aroused much interest at Le Touquet, where women are now buying and carrying the sparkling new pets of summer holiday fashion.

The gems inserted in the shell of the tortoise are tiny—no larger than pin-heads—but they are in multi-colours, and are set in circular design, the living ornament thus making a highly decorative addition to the holiday outfit.

The adoption of these new jewel-pets by women of fashion would seem to be an ingenious feminine way of satisfying the desire for jewels without running counter to the edicts of the dress

"A SENSE OF HUMOUR."

MORE THAN MERE ABILITY TO SEE A JOKE.

Not many people are able to explain what they mean by "a sense of humour." All they know is that a certain combination of incongruous events—real or imaginary—will dissolve them in sudden laughter. The appearance of a cat on the stage during Hamlet's soliloquy would strike most people as ridiculous, and appeal at once to what they would describe as their "sense of humour."

Yet the problem of what humour consists in is not quite so easy of solution. There is a world of difference, for instance, between the child that laughs at a clown who intentionally slips on a banana skin, and the "highbrow" whose mouth twists in a wry smile at some witty sally on the part of his intellectual companion.

A sense of humour connotes something more than mere ability to see a joke. Many a man may relish a good story about a third party, but this is only humour in its crudest form. The true humorist must be able to join in a laugh against himself, to view events as others see them, and to appreciate humour in the absolute, without regard to personalities, as part of the comedy of life itself. In a word, the superlative humorist must have vision.

Woman, it has been said, has no sense of humour. Being fonder of persons than principles, she is supposed to be constitutionally incapable of separating out the ingredients of a humorous situation. Yet everyone has a sense of humour, and woman's humour is usually more subtle and restrained than man's. What strikes him as ingenious and sunny may appear to her as something extremely clumsy and boorish. Where woman aspires to caviare and wine, man is content with cakes and ale.

It is generally agreed that woman has a more vivid imagination than man, and one would therefore expect her sense of humour to be keener in proportion. It would be if personalities were not allowed to obtrude on her vision. An attempt at humour in the presence of a stranger is likely to be coldly received by a woman, who will curb her laughter at even a good joke out of consideration for the unknown quantity.

Humour, of course, has its limitations. Time, condition, or place may make or mar it. There is usually a psychological moment at which a joke is most telling; if told at any other time it may lose half its point or fall flat altogether. Again, the success of a humorous effort largely depends upon the state of mind of those who hear it. One who is preoccupied with himself is likely to be unable to appreciate another's folly. Education, too, makes a difference, and there are humorous regions which only the nimblest minds can penetrate.

In humour, place is all important. Nationalities, for example, are not alike in their sense of humour. The vivacious Frenchman is more capable of humour—and of a different kind—than the phlegmatic German frau, while in simple native wit the Irishwoman far outshines her sophisticated English sister.

But women, whatever their nationality, have a sense of humour peculiarly their own. They can see a joke as well as most men, yet at the same time they can see beyond it, and the laughter that rises to their lips is still-born. Woman's humour will sometimes seem unjust and illogical to a man who cannot envisage the motive that lies behind it.

Humour, after all, is relative. Just as what amused the mid-Victorian miss leaves the modern girl cold, so what is diverting to the young woman of to-day will be derided by the girl of to-morrow. Fashion intervenes in humour as in everything else. Women's fashions are constantly changing; the more they are men, the nearer they may appear to come to man's standard of humour. Yet most of them will always manage to carry a quiet laugh up their sleeves.

The dressmakers found that, if women kept pace with the rapidly succeeding vogues in necklaces, bracelets, and shoulder and hip brooches, they had less money to spend on new frocks.

The dressmakers found that, if women kept pace with the rapidly succeeding vogues in necklaces, bracelets, and shoulder and hip brooches, they had less money to spend on new frocks.



The frock pictured on the right has a double-tiered lace skirt with a silk crepe bodice richly embroidered, while the frock on the left is of white crepe with flowered stripes in bright red and green and a touch of black.

LONG HAIR.

WILL IT EVER COME BACK?

Chignons, beloved by women in the days of bustles and long skirts, are stated by hairdressing experts to be coming back.

But these same experts are divided as to the reason for this revival of an old fashion. Some say quite confidently that women have decided in favour of long hair, and the chignon is necessary during the unbecoming transitional stage. Others declare just as emphatically that women will never go back to long hair, and will only use chignons for special occasions when they want to appear as if they had long hair.

At least 5 per cent. of our women customers are letting their hair grow," the manageress of one firm told a reporter of a Home paper, recently. "Women are tired of short hair, and they want to look more womanly than they can with a chignon. As a result we are selling a great many chignons. They are being worn while the hair is still growing, and fitted on the back of the head they give the appearance of a full head of hair."

A very different view was given by another expert. "Women will never go back to long hair," she said. "We got a lot of women who think they will. They let their hair grow a bit, and then when they see what they look like have it cut off again. A woman looks her very worst with half grown

A LETTER.

When you write a letter
To your dearest friend,
Something quite acceptable,
Of course, you wish to send,
Don't write like a guide-book,
Telling where you've been,
And of all the famous sights
That you have lately seen.

Write as if you're talking,
Write as if you're you;
Tell her of the little things
You see, and hear, and do.

Write of her affairs, too,
Not only of your own.
Don't let lapse the sympathy
Between you always shown.

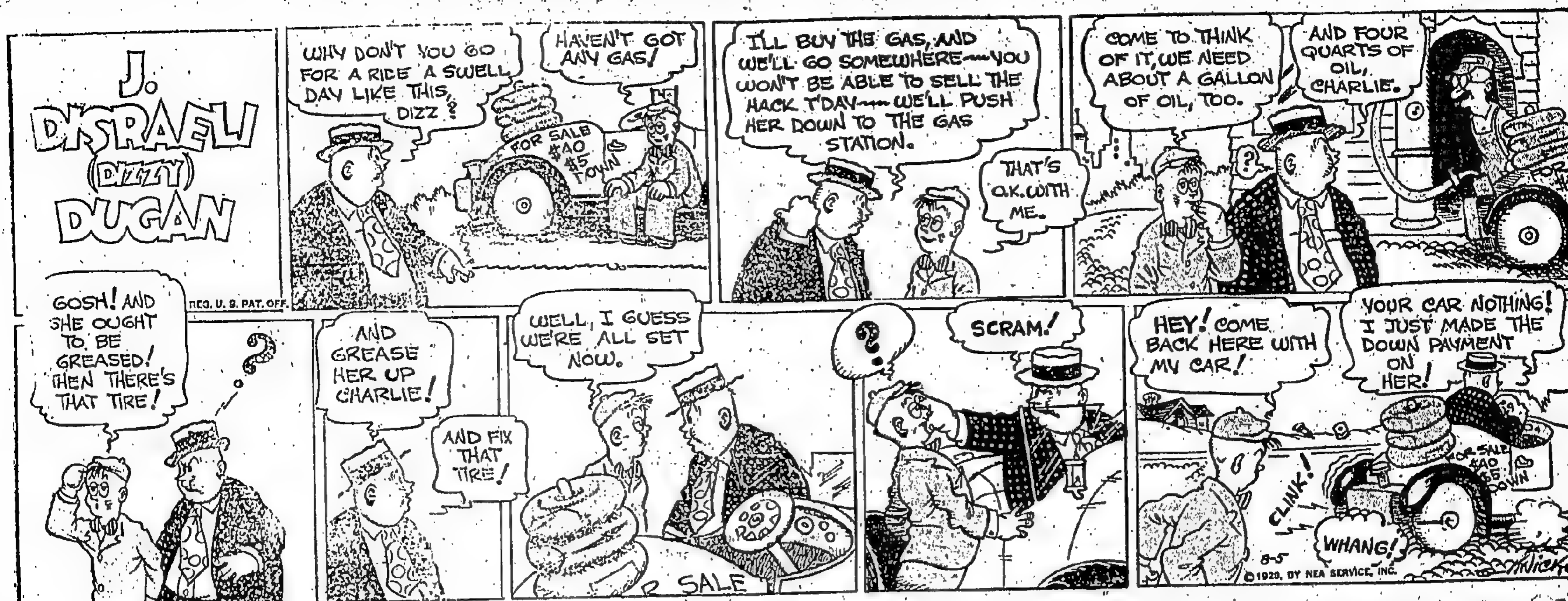
Keep the link between you
Fresh and strong and bright.
Be loving, natural, interested,
For that's the way to write.

Thelma Coombs.

hair, chignon or no chignon. The real reason we are selling so many chignons is that women like to be able to look as if they had long hair on certain occasions. Often they wear their hair ordinarily during the day, and when they dress at night put on a chignon or a bunch of curls behind. Some of the evening clothes fashionable at present are better set off by long hair. I think more women might go back to long hair if it were not such an awful ordeal. Once they have had their hair cut they are practically slaves to the fashion."



A very large handkerchief was used for the fichu collar of this frock, the hem-stitched ends falling in a point at the centre of the back. There is a long narrow handkerchief at the waist to give a wash effect, and another is used to drape the top of the hat.



SALESMAN SAM

By Small



WHITEAWAYS FOR DOLLAR VALUES

THE CANARY MURDER CASE

by S. S. VAN DINE AUTHOR OF THE BENSON MURDER CASE

CHARACTERS

PHILO VANCE
JOHN F. X. MARKHAM, District Attorney of New York County
MARGARET ODELL (THE "CANARY")
CHARLES CLEAVER, a man-about-town
KENNETH SPOTSWOOD, a manufacturer
LOUIS MANNIX, an importer
DR. AMBROSE LINDQUIST, a fashionable neurologist
TONY SKEEL, a professional burglar
WILLIAM ELMER JESSUP, telephone operator
HARRY SPIVELY, telephone operator
BERNARD HEATH, Sergeant of the Homicide Bureau

THE STORY THUS FAR

Vance believes Skeel innocent of the murder of Margaret Odell and that he lay hidden in a closet while the stranger did his work. Markham ridicules the theory but Vance is unshaken. He shutters Cleaver's alibi of being out of the city the night of the murder, and urges Markham to check up thoroughly on Mannix's whereabouts. Dr. Lindquist says he spent the night with a patient, and Vance threatens to bring in the night nurse and question her.

CHAPTER XXXIII

"Let me get this right," put in Heath. "Am I, or am I not, to round up the Finkle woman tomorrow morning?"

"There'll be no need," said Vance. "We are doomed, I fear, not to gaze upon this Florence Nightingale. A meeting between us is about the last thing the doctor would desire."

"That may be true," admitted Markham. "But don't forget that he may have been up to something Monday night wholly unconnected with the murder, that he simply doesn't want known."

"Quite—quite. And yet, nearly every one who knew the Canary seems to have selected Monday night for the indulgence of sub-rosa peccadilloes. It's a bit thick what? Skeel tries to make us believe he was immersed in Khun Khan. Cleaver was—if you take his word for it—touring the countryside in Jersey's lake district. Lindquist wants us to picture him as comforting the afflicted. And Mannix, I happen to know, has gone to some trouble to build up an alibi in case we get nosy. All of 'em in fact were doing something they don't want us to know about."

"Now what was it? And why did they, of one accord, select the night of the murder for mysterious affairs which they don't dare mention, even to clear themselves of suspicion? Was there an invasion of demons in the city that night? Was there a curse on the world, driving men to dark, bawdy deeds? Was there Black Magic abroad? I think not."

"I'm laying my money on Skeel," declared Heath stubbornly. "I know a professional job when I see it. And you can't get away from those finger-prints and the professor's report on the chisel."

Markham was sorely perplexed. His belief in Skeel's guilt had, I knew, been undermined in some measure by Vance's theory that the crime was the carefully premeditated act of a shrewd and educated man. But now he seemed to swing irresolutely back to Heath's point of view.

"I'll admit," he said, "that Lindquist and Cleaver and Mannix don't inspire one with a belief in their innocence. But since they're all tarred with the same stick the force of suspicion against them is somewhat dispersed. After all Skeel is the only logical aspirant for the role of strangler. He's the only one with a visible motive; and he's the only one against whom there's any evidence."

Vance sighed wearily. "Yes, yes. Finger-prints—chisel marks. You're such a trustful soul, Markham. Skeel's finger-prints are found in the apartment; therefore Skeel strangled the lady. So beastly simple. Why bother further? Send Skeel to the chair, and that's that! . . . It's effective, y' know but is it art?"

"In your critical enthusiasm you undertate our case against Skeel," Markham reminded him testily.

"Oh, I'll grant that your case against him is ingenious. It's so daunted ingenious I just haven't the heart to reject it. But most popular truth is mere ingenuity—that's why it's so wrong-headed. Your theory would appeal strongly to the popular mind. And yet y' know, Markham, it isn't true."

The practical Heath was unmoved. He sat stolidly, scowling at the table. I doubt if he had even heard the exchange of opinions between Markham and Vance.

"You know, Mr. Markham," he said, like one unconsciously voicing an obscure line of thought, "if we could show how Skeel got in and out of Odell's apartment we'd have a better case against him. I can't figure it out—it's got me topped. So, I've been thinking we oughta get an architect to go over those rooms. The house is an old-timer—God knows when it was originally built—and there may be some way of getting into it that we haven't discovered yet."

"Pon my soul!" Vance stared at him in satirical wonderment. "You're becoming downright romantic! Secret passageways—hidden doors—stairways between the walls. So that's it, is it? Oh, my world! . . . Sergeant, beware of the cinema. It has ruined many a good man. Try grand opera for a while—it's more boring but less corrupting."

"That's all right, Mr. Vance," Apparently Heath himself did not relish the architectural idea particularly. "But as long as we don't know how Skeel got in, it's just as well to make sure of a few ways he didn't get in."

"I agree with you, Sergeant," said Markham. "I'll get an architect on the job at once." He rang for Swacker, and gave the necessary instructions.

Vance extended his legs and yawned. "All we need now is a Favourite of the Harem, a few blackamoors with palm-leaf fans, and some pizzicato music."

"You will joke, Mr. Vance," Heath lit a fresh cigar. "But even if the architect don't find anything wrong with the apartment, Skeel's liable to give his hand away most any time."

"I'm plinnin' my childish faith on Mannix," said Vance. "I don't know why I should; but he's not a nice man, and he's suppressing something—Markham don't you dare let him go until he tells you where he was Monday night. And don't forget to hint mysteriously about the fur model."

(Friday, September 14, 3:30 p.m.)

In less than half an hour Mannix arrived. Heath relinquished his seat to the newcomer, and moved to a large chair beneath the windows. Vance had taken a place at the small table on Markham's right where he was able to face Mannix obliquely.

It was patent that Mannix did not relish the idea of another interview. His little eyes shifted quickly about the office, lingered suspiciously for a moment on Heath, and at last came to rest on the district attorney. He was more vigilant even than during his first visit; and his greeting to Markham, while fulsome, had in it a note of trepidation.

Nor was Markham's air calculated to put him at ease. It was an ominous, indomitable public prosecutor who motioned him to be seated. Mannix hid his hat and came on the table, and sat down on the edge of his chair, his back as perpendicular as a flag-pole.

"I'm not at all satisfied with what you told me Wednesday, Mr. Mannix," Markham began, "and I trust you won't necessitate me to take drastic steps to find out what you know about Miss Odell's death."

"What I know!" Mannix forced a smile intended to be disarming. "Mr. Markham—Mr. Markham!"

He seemed slier than usual as he spread his hands in hopeless appeal. "If I knew anything, believe me, I would tell you—positively I would tell you."

"I'm delighted to hear it. Your willingness makes my task easier. First, then, please tell me where you were at midnight Monday."

Mannix's eyes slowly contracted until they looked like two tiny shining disks, but otherwise the man did not move. After what seemed an interminable pause, he spoke.

"I should tell you where I was Monday? Why should I have to do that? Maybe I'm suspected of the murder—yes?"

"You're not suspected now. But your apparent unwillingness to answer my question is certainly suspicious. Why don't you care to have me know where you were?"

"I got no reason to keep it from you, y' understand," Mannix shrugged. "I got nothing to be ashamed of—absolutely! . . . I had a lot of accounts to go over at the office—winter-season stocks. I was down at the office until ten o'clock—maybe later. Then at half past ten—"

"That'll do!" Vance's voice cut in tartly. "No need to drag any one else into this thing."

He spoke with a curious significance of emphasis, and Mannix studied him craftily, trying to read what knowledge, if any, lay behind his words. But he received no enlightenment from Vance's features. The warning, however, had been enough to halt him.

"You don't want to know where I was at half past ten?"

"Not particularly," said Vance. "We want to know where you

were at midnight. And it won't be necessary to mention any one who saw you at that time. When you tell us the truth, we'll know it."

He himself had assumed the air of wisdom and mystery that he had deputed to Markham earlier in the afternoon. Without breaking faith with Alys La Fosse he had sowed the seeds of doubt in Mannix's mind.

Before the man could frame an answer, Vance stood up and leaned impressively over the district attorney's desk.

"You know a Miss Friese, lives in 71st Street, accurately speaking—at number 184; to be more exact—in the house where Miss Odell lived; to put it precisely—in Apartment Number 2. Miss Friese was a former model of yours. Sociable girl; still charming. She was the advance of her erstwhile employer—meant yourself. When did you see her last, Mr. Mannix? Take your time about answering. You may want to think it over."

(To Be Continued)

COMMERCIAL PLANES.

PROGRESS WITH HEAVY OIL FUEL ENGINES.

Striking developments in commercial aircraft are expected to follow a report made by Air Vice-Marshal Sir W. Sefton Branncker, Director of Civil Aviation, indicating the lines of research which he believes to be desirable in order to produce improved machines.

Many of these lines of research are now being followed by the Aeronautical Research Committee. The heavy oil engine, suitably developed for use in aircraft, is regarded as particularly desirable for commercial aviation, and research and development are in progress on compression-ignition engines at the Royal Aircraft Establishment, at the works of Messrs. Ricardo and Co., Ltd., and elsewhere. At present the heavy oil engine weighs not less than 7lb. per horse-power

(petrol aero-engines weight about 2lb. per horse-power), but it is hoped that the research work now in progress with the sleeve valve type will lead to the production of heavy oil engines weighing 4lb. per horse-power.

These engines consume much less fuel than petrol engines, and are therefore particularly suitable for long distance flying, such as might be desirable on the Empire air routes.

A series of braking device, designed to arrest the movement of the aircraft after its wheels have touched the ground, are to be tested at Martlesham Heath experimental station. Higher landing speed and consequently higher cruising speeds might become possible with the employment of brakes.

FIVE ADRIFT IN SMALL BOAT.

FOUR PICKED UP BY SHIP; ONE DROWNED.

While on a trial run off the Tyne recently the steamer Caspia reported by wireless that she had picked up two men and two women adrift in a rowing boat off Whitley Bay, and that one man had been drowned.

Those rescued were John Dacre and Earl Dacre, of Balesdale-road, Shipley, Yorks, who were lodging at Tynemouth, and Edith King and Margery King, of Great Horton, Bradford, staying at Percy-road, Whitley Bay.

The missing man is Jack Burroughs, of Bingle, Yorkshire, who had been living at Algernon-terrace, Tynemouth. All were on holiday.

The party put out in the morning from Whitley Bay, and caught by the strong westerly wind, their boat was rapidly driven out to sea.

Despite their efforts to return, the boat drifted out four miles. Water came into the boat, and they had nothing with which to bale it out.

The party then sighted the Caspia, and when their signals were observed the Caspia at once turned and drew alongside.

The wash from the steamer half-filled the boat, which sank and threw its occupants into the sea.

The two Dacres and the girls were hauled on board the steamer, but nothing more was seen of Burroughs, and up to a late hour his body had not been recovered.

"A Woman of Paris" also brings its season to a close today at the World Theatre. The story is dramatic in theme although relieved with subtle flashes of humour by its brilliant author and director, Charlie Chaplin. Edna Purviance plays the title role and is supported by Adolphe Menjou whose performance in this remarkable picture first brought him fame.

Star Theatre.

Another picture which will be screened for the last time today at the Star Theatre, is "Irish Hearts," an amusing story of the struggle of a young couple to find fame and fortune in a new country. May McAvoy, Jason Roberts and Kathleen Key are the featured players.

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TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Hosang	Fri. 21st Sept at 7 a.m.
TO CANTON	Chipsing	Sun. 9th Sept at 2 a.m.
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EXCURSION TO MACAO.

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VESSEL ON FIRE IN LONDON DOCKS.

TURPENTINE PERIL ON NORWEGIAN SHIPS.

Fire broke out in the Norwegian vessel, Annavore, (3,324 tons) in the West India Docks shortly after 3 a.m. on Aug. 14th, and although more than twenty fire engines were quickly on the scene, it was found necessary to flood the vessel. The fire was extinguished by 5.40 a.m. after hundreds of tons of water had been poured into the vessel.

timber, reached the West India Dock about 1 a.m. from New York. The discovery of the fire two hours later was made by a member of the crew, who noticed smoke coming from No. 2 hatch and gave the alarm. While the fire brigade call was being circulated the officers and crew of the ship attacked the flames with a hand pump.

Considerable damage was done to some of the timber, but when the firemen arrived they were successful in preventing the flames reaching the turpentine, although their task was rendered difficult by the thick volumes of smoke from the burning wood. Two fire floats helped to fight the flames. Other vessels, which stretched the whole length of the dockside, were for a time in some danger.

GRUESOME FIND.

BODY DISCOVERED ON HILLSIDE.

The gruesome discovery of a badly decomposed body of a male Chinese, aged about 25 years, was made by the Shamshui Police at the junction of the Taipo and Castle Peak Roads early yesterday morning. The body, which bore marks of stab wounds, was found on the hillside near the Military Revolver Range.

There is little doubt that a foul murder was perpetrated as the wounds give indication of violence, while a girdle tightly tied round the victim's neck also suggests that the man's life was not taken by his own hand. Beside the body were found two chisels with which it is believed the wounds were inflicted. The body was in an advanced stage of decomposition, death, it is believed, having taken place some time during the beginning of the week.

The man was wearing black cotton clothes and although he had on a pair of black cotton socks he was not wearing any shoes.

The body was removed to the Kowloon Mortuary awaiting identification.

LOCAL BUILDING.

VESSLS UNDER CONSTRUCTION AT TAIKOO.

The quarterly return of vessels under construction at local yards includes not only those building at Kowloon, which were recently particularised in these columns, but three other craft contracted for with the Taikoo Engineering and Dockyard Company.

These are the Fangkor, Alabat and Rose. The former is a steel twin screw steamer of 1,900 tons for the Straits Steamship Company and the Rose a steel twin screw tug of 93 tons for the Federated Malay States Railways. Both these vessels have been plated. The keel of the Alabat has been laid and work is proceeding, she being a steel twin screw motor vessel of 700 tons for the Manila Railroad.

At Kowloon, the keel has been laid for the steel screw motor vessel Naga of 360 tons, building to the order of the Manila Railroad.

At neither yard have any vessels been completed during the quarter, but a number of repairs and surveys have been carried out as well as periodical dockings. Both yards are also engaged in the construction of engines and boilers for the vessels now in hand.

TO COMBAT LEPROSY.

GENEROUS GIFT FROM MR. ROCKEFELLER, JR.

Manila, Sept. 7. Mr. J. Rockefeller, Jr., has given \$100,000 to the Leonard Wood Fund for eradication of leprosy. The fund has now reached over a million dollars.—*Reuter*.

An American preacher visiting London has bought 1,200 picture postcards and has sent one to every member of his congregation.

ALLEGATIONS OF RIOTS IN MYSORE.

NEWSPAPER REPORTS ARE DENIED.

Bombay, Aug. 7.

The Mysore Government has issued another *communiqué* vigorously denying newspaper reports which alleged that State Lancers fired on schoolboys and inflicted serious injuries to many students during the strike riots in Bangalore on July 30.

The scarcity of news, and the discrepancies of the various published accounts regarding the disorders, make it exceedingly difficult to arrive at the truth, but it seems evident that a certain doubt must be placed on the accuracy of the official *communiqués*.

Information received to-day clarifies the situation to some extent, and the welcome announcement is made that the Government's action is open to full inquiry after the trial of the strike leaders, now proceeding, is completed.

At least four newspapers have been "gagged," including the Bangalore *Evening Mail*, which published a lively account of an alleged charge made by the Lancers through a mob of schoolboys.

Only one paper failed to publish the report of the firing, yet the Government expressly stated that not a single shot was fired by anyone.

Conflicting Accounts.

The following is the Government's account of the disturbance. An official advised the headmaster of Sultanpet School to remove an image of the god Ganesha. Weeks later the Press began an agitation. A school strike began, and children sat all night on the adjacent road, completely obstructing traffic.

Owing to the tender years of the children, the police refrained from interference, but arrested three leaders as surety for keeping the peace, and the official returned the image of the god to its former position. Unpacified, the schoolboys surrounded the prison, while others marched to the house of the Dewan (Chief Minister), where police proving useless six soldiers arrived. They also proved inadequate to cope with the situation, and 40 mounted men were sent.

Upon this the boys seized pieces of metal from the road, injuring the Lancers. The horses took fright. Many boys and 30 Lancers were injured.

The following, on the other hand, is the *Evening Mail's* version: "Summoning boys from other schools, the crowd marched to the Dewan's house, where they encountered forceful guardsmen and the Dewan tried to drive a car through the crowd. Great damage was done. The crowd followed the Dewan to the public offices and eventually, without any warning lancers charged mercilessly, inflicting fearful injuries upon the crowd, which became completely panic-stricken."

"Pistol Shots."

"Later, the Dewan released the leaders, who were taken in pro-

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Hongkong, 8th September, 1928.

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BANDITS MURDER THEIR JAPANESE CAPTIVE.

PEIPING, Sept. 7.

Further details of the kidnapping of the Japanese at Wanhsien recently show that a party of Japanese were conversing at the offices of the Mitsubishi Company at Wanhsien on May 27 when a party attacked them and killed Mr. Yasutomi, who is the local manager of the Mitsubishi. They also seriously injured a Japanese language officer from a destroyer and carried off another Japanese named Okabe. The last named was carried about by the bandits until July 13, when he was killed at Nanhsien, two hundred li from Wanhsien.

No compensation has yet been paid for any of these outrages.—*Reuter*.

[The last reports of these Japanese were received on August 31, when it was said that the demands for huge ransom having failed, the captives had been killed.]

cession to the Ganesha Temple, when, again without warning, stones came from the house of a Mohammedan and seven pistol shots were fired."

Probably many adults participated in the disturbance. Yet it is fairly obvious that by far the greater number were schoolboys who started in a spirit of sheer bravado, and were clearly given inadequate warning, if any at all. It is difficult to believe that it was necessary to use mounted troops, and the Government's main contention that over 100 casualties were due to metal and frightened horses is specious.

Mysore has long been known as the "model Indian State." It is ruled over by the Maharajah of Mysore, who is aided by the Dewan Mirza M. Ismail. The Mysore Lancers are native troops.

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*KASHEGAR	9,005	29th Sept.	M'ses, L'don, A'werp & Hull
*MIRZAPORE	6,715	12th Oct.	Straits & Bombay
*MOREA	10,953	13th Oct.	Marseilles & London

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TILAWA	10,005	10th Sept. 3 p.m.	S'pore, Penang & Calcutta
*GAMBADA	5,307	20th Sept.	S'pore, Penang & Calcutta
TAKADA	6,949	1st Oct.	S'pore, Penang & Calcutta
TALAMBA	8,018	13th Oct.	S'pore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	28th Sept.	Manila, Sandakan, Thure
ARAFURA	6,000	2nd Nov.	Island, Townsville, B'bane
TANDA	6,656	30th Nov.	Sydney and Melbourne.

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SAILINGS TO SHANGHAI & JAPAN

TAKADA	6,949	8th Sept. 6 p.m.	Amoy, Shai, Moji, Kobe & Osaka
MOREA	10,953	14th Sept.	Shai, Moji, Kobe & Yoko
TALAMBA	8,018	17th Sept.	Amoy, Moji, Kobe, Yoko & Osaka

*Cargo only.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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Siberia Maru (Calls Los Angeles) ... Tuesday, 2nd Oct.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

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Hakone Maru (Calls Hull) ... Saturday, 8th Sept.

Suwa Maru ... Saturday, 22nd Sept.

SYDNEY & MELBOURNE via Manila & Ports.

Tango Maru ... Wednesday, 19th Sept.

Aki Maru ... Wednesday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.

Sado Maru ... Tuesday, 11th Sept.

Nagato Maru ... Thursday, 27th Sept.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama

Bokuyo Maru ... Saturday, 29th Sept.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kanagawa Maru ... Tuesday, 9th Oct.

NEW YORK and BOSTON via PANAMA.

Taketoyo Maru ... Tuesday, 11th Sept.

Maybashi Maru ... Monday, 24th Sept.

LIVERPOOL via Port Said, Genoa & Marseilles.

Lyons Maru (Calls Glasgow) ... Friday, 14th Sept.

Lima Maru (Calls Glasgow) ... Sunday, 21st Oct.

CALCUTTA via Singapore, Penang & Rangoon.

Muroran Maru ... Sunday, 9th Sept.

Morioka Maru ... Tuesday, 18th Sept.

NAGASAKI, KOBE & YOKOHAMA.

Aki Maru ... Friday, 21st Sept.

SHANGHAI, KOBE & YOKOHAMA.

Hakodate Maru (Moji Direct) ... Sunday, 9th Sept.

Toyohashi Maru ... Thursday, 13th Sept.

Hakusen Maru ... Monday, 17th Sept.

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Subject to alteration without notice.

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S.S. "PHEMUS" ...	via Suez Canal 21st Sept.
S.S. "CITY OF WELLINGTON" ...	via Suez Canal 5th Oct.
S.S. "AGAPENOR" ...	via Suez Canal 17th Oct.
S.S. "CITY OF KHOS" ...	via Suez Canal 26th Oct.
S.S. "PYRRHUS" ...	via Suez Canal 16th Nov.
S.S. "CITY OF PERTH" ...	via Suez Canal 30th Nov.

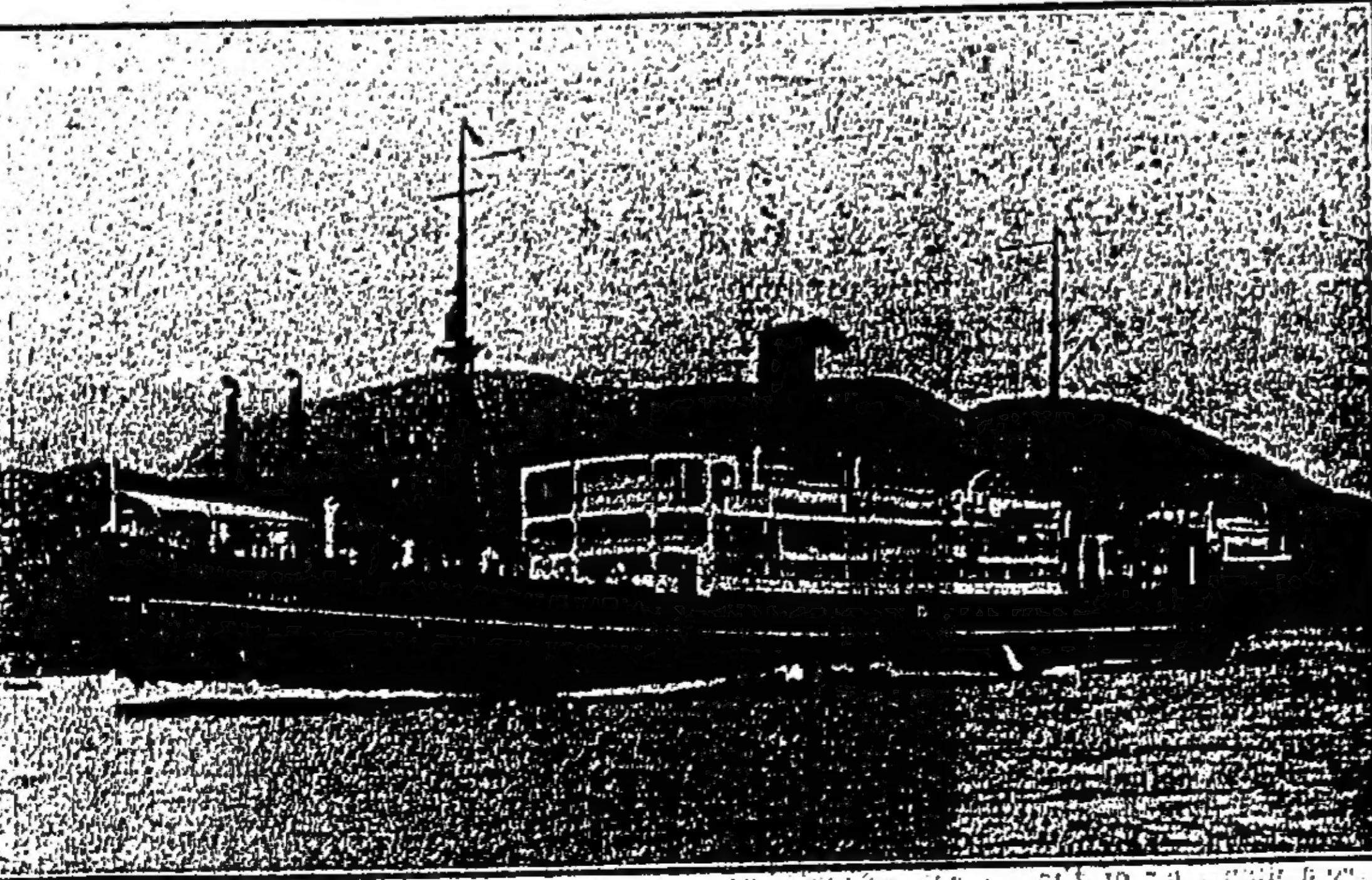
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Passenger and Cargo Vessel Built and Engineed at the Kowloon Dock by The Hongkong and Whampoa Dock Co., Ltd., to the order of the Australian-Oriental Line, Ltd. For A stralia-Hongkong Service.

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Hotel launch meets all steamers.
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Hongkong.

LIGHT AEROPLANE SUCCESS.

**BRITISH MACHINE MAKES A
5,000-MILE FLIGHT.**

SPANIARD'S FEAT.

London, Sept. 7.
Senhor Ogara, a Spanish officer
on leave, accompanied by a Civil-
ian, arrived at Croydon this
week, after having made a 5,000
mile tour of Europe in a British
light aeroplane—an Avro-Avian,
fitted with a Cirrus Mark Two
engine, in a little over a month.

The machine, which is of the
same type as that in which
Squadron Leader Hinkler flew to
Australia, was one of three de-
livered.
Senhor Ogara flew along the
Mediterranean coast to Italy,
Salonica and Constantinople, then
struck north-easterly through
the Balkans to Vienna, went on to
Prague, flew through Berlin and
finally made his way to London
via Amsterdam.
Throughout the tour the airmen
had no mechanical trouble, and
their effort has aroused consider-
able interest in Spanish air
circles. They both speak very
highly of British workmanship
and design, and either to-day or
to-morrow they will leave Croydon
again for Paris on their way to
Spain.—British Wireless.

**OPIUM SMUGGLERS'
INGENUITY.**

**DRUG CLEVERLY HIDDEN BY
ARRESTED MEN.**

Arrests made yesterday by mem-
bers of the Revenue and Police
Departments reveal the extreme
ingenuity which is now being em-
ployed by opium smugglers.

On the Ho On Wharf a Chinese,
who had every appearance of being
a prosperous business man, being
clad in silk clothing, was arrested
for possession of seventy taels of
raw opium. The drug was skill-
fully padded inside a silk waistcoat.
Ordinarily a padded garment is
stuffed with cotton, but in this
instance the man made a waistcoat
of waterproof paper which he pad-
ded with raw opium. Over this
was a layer of silk, and unless one
took particular pains to examine the
waistcoat, it would be difficult to
notice the difference in the "feel"
of an ordinary waistcoat and the
opium-filled one.

At the Chiu On Wharf, Revenue
Officers seized a man who had on
him nineteen taels of prepared
opium concealed on various parts
of his body.

At How Wo Street, an astute
Chinese constable effected the
arrest of a man who was carrying
on fewer than 108 taels of opium.
The arrested man had the ap-
pearance of a coolie and the opium
was so done up that it had the
appearance of a sack of old cloth-
ing. To give this impression, the
"coolie" was carrying the bundle
in a careless sort of way and rags
were sticking out from it. Per-
haps it was the manner in which
the bundle was carried that roused
the constable's suspicion and led
to the discovery of the contents.

A boy of eleven was stopped in
Eastern Street yesterday and, when
searched, was found to be carry-
ing twenty taels of prepared opium,
concealed in a girdle. He will be
charged in due course.

**EX-KAISER'S FARMS
RESTORED.**

**SOUTH AFRICA HANDS BACK
PROPERTIES.**

IMPORTANT DECISION.

Windhoek, Sept. 7.
The ex-Kaiser's application to
recover certain properties con-
fiscated in 1920 by the Union Go-
vernment has succeeded.

The property consists of only
two farms of comparatively little
value, but the case is important
as it is understood that the suc-
cess in the proceedings will be
followed by similar applications
from other countries, notably Po-
land.

Judge Grindley Ferris, in giving
judgment, held that Section 287 of
the Treaty of Versailles, by virtue
of which the property was con-
fiscated, only referred to actual rul-
ing sovereigns.

The Government was therefore
interdicted from disposing of the
property, and the Registrar of
Deeds has been ordered to re-
store the name of the Royal House
as the owners of the farms.—
Reuter.

Yesterday's return of notifiable
diseases shows three cases of
typhoid and one of small-pox. All
were Chinese.

GRAND TATTOO SCENES.

**HISTORIC EPISODE
RECALLED.**

**DEPICTING THE SURRENDER
OF EDINBURGH CASTLE.**

OBJECTS OF TATTOO.

One of the most picturesque
scenes which will be witnessed at
the Grand Tattoo which takes
place at Sookumpoo on October 4,
5 and 6 will be the "Changing of
the Guard" in this semi-final-epi-
sode "The Surrender of Edinburgh
Castle 1689."

When the Lowland and English
troops, led by General Hugh Mac-
kay, appear before the Castle
gates, they will be received by the
Highland Quarter-Guard of the
Castle with the usual formal com-
pliments, but the gates will remain
ominously closed.
Thereupon, General Hugh Mac-
kay will, in stentorian tones, in the
name of King William and Queen
Mary, call upon the Governor of
the Castle, the Duke of Gordon,
to surrender the fortress.

Handing Keys Over.

The Gates will then be thrown
open and the Duke of Gordon will
emerge. He will be received with
a "General Salute" by the Low-
landers and will formally hand
over the keys of Edinburgh Castle
to General Mackay. The troops
will then enter through the gates
and climb the steep slope to the
battlements.

When the last man has passed
into the Castle, the ceremony of
"Changing the Guard" will be
enacted in the arena before the
Castle Gates. It will be much the
same ceremony as may be seen
daily at the changing of the Royal
Guard at St. James' Palace, Lon-
don, which always attracts such a
multitude of onlookers.

Picturesque Dress.

The drill used in changing
guard in 1689 does not differ ma-
terially from the similar cere-
monial drill of to-day, but the scene
will gain in picturesqueness by the
fact that both guards will be in
the authentic full dress of the
period.

The Duke of Gordon's guard
will be impermanent by members
of the Scottish Company, Hong-
kong Volunteer Defence Corps,
while the Lowland Guard will be
furnished by the 25th Foot. (The
King's Own Scottish Borderers).
The uniform worn by the latter
guard is copied exactly from a
coloured print of the period in the
possession of the Regiment.

Tattoo Objects.

It is interesting to note that the
proceeds of the Grand Tattoo are
to be shared by Military charities
of the units taking part and by
the Naval and Military Y.M.C.A.

Perhaps it is not generally
known that military units have
charitable funds to which serving
members of the units subscribe.
The funds thus accumulated are
used in settling men in civil life
when their Army service is com-
pleted and also in the care of
their dependents. The famous
Aldershot Tattoo was originated
with the object of augmenting
these funds which are never suffi-
cient to meet all calls on them.

The work of the Naval and Mil-
itary Y.M.C.A. in Hongkong is well

BURIAL OF L55 VICTIMS.

**IMPRESSIVE SCENES MARK
THE FUNERAL.**

TRIBUTE TO SOVIET.

London, Sept. 7.

There were impressive and
moving scenes at Haslar Cemetery,
Portsmouth, to-day, when, with
full naval honours, the remains of
forty-two officers and men of the
British submarine L55, which was
sunk in the Baltic nine years ago,
were interred.

Gun carriages and motor lorries
carried the coffins and wreaths,
and behind the principal mourners
—the widows, fathers and mothers
of the victims—were representa-
tives of the Navy, Army and Air
Force and the Naval Attaches of
France, Italy, the United States,
Argentina, Peru, Japan and
Esthonia.

The Admiralty representative
was Vice-Admiral Haggard, the
Fourth Sea Lord. There were
over 1,000 officers and men in the
procession. Owing to the im-
possibility of the individuals being
identified, no name was engraved
on any one of the coffins.

Captain Dearing, of the mer-
chant steamer "Truro," which
brought the bodies from Kronstadt
to Revel, in an interview
with a Press representative
speaks highly of the attitude
of the Russian authorities
in connexion with the embarkation
of the bodies. He says: "Not
though the bodies had been those
of their own honoured dead, could
the Russians have paid them
greater honour and courtesy. It
was a remarkable tribute to the
tradition of the sea in honouring
the gallant dead, irrespective of
the nation to which they belong."
—British Wireless.

**K.O.S.B. CANTON
DETACHMENT.**

**ENJOYABLE RECEPTION
AT SHAMEEN.**

Shameen, Sept. 6.
A very enjoyable little reception
was arranged in the Canton Club
Theatre yesterday evening by
the men of the Canton Detachment
of the King's Own Scottish Borderers.
The proceedings opened with a
Whist Drive, the first prize for
ladies going to Miss Marguerite
Hogg, and for men to Privates
Nelson and Martin (tied).

The whist drive was followed by
an informal dance which, in spite
of the great heat, was much en-
joyed by all present. During the
dancing there were some exhibition
"Foursome" and "Eightsome" Reels
which were very well done indeed.

During the afternoon there was
a football match, England v. Scot-
land. This resulted in a draw of
two goals each. F. E. W. Lamport
and J. Linaker scored for England
and Private Dougherty both goals
for Scotland.

known. The present centre in the
City Hall has displaced the old
"Cheer O" and "The Better Ole"
centres inaugurated last year when
additional troops arrived in Hong-
kong. Funds for the early work
were generously provided by local
residents and the Y.M.C.A. Na-
tional Headquarters, but for the
continuance of the work funds are
necessary.

East Side—West Side!

THE FASCINATING story of a boy's
struggle for success in the heart of a great
city—A drama of New York covering every
phase of the city's life from the Ghetto to the
mansions of Fifth Avenue!

TITANIC



With **GEORGE O'BRIEN**

VIRGINIA VALLI & J. FARREL MACDONALD

TREMENDOUS SCENES showing the
wrecking of a river barge by a big tramp
steamer and the sinking of a great ocean liner
after crashing into a monster iceberg!

Romance—Drama—Thrills—Spectacle

AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



STILL ONE OF THE
GREATEST!

**A Woman
of Paris**
A DRAMA
OF FATE

FEATURING
EDNA PURVANCE
WRITTEN AND DIRECTED BY
CHARLES CHAPLIN

A masterly film
which marked a
turning point in
screen art and
can be seen again
and again!

AT THE **WORLD** FINAL SHOWINGS
TO-DAY
Orchestra 5.15 & 9.20
Interpret 2.30 & 7.15.

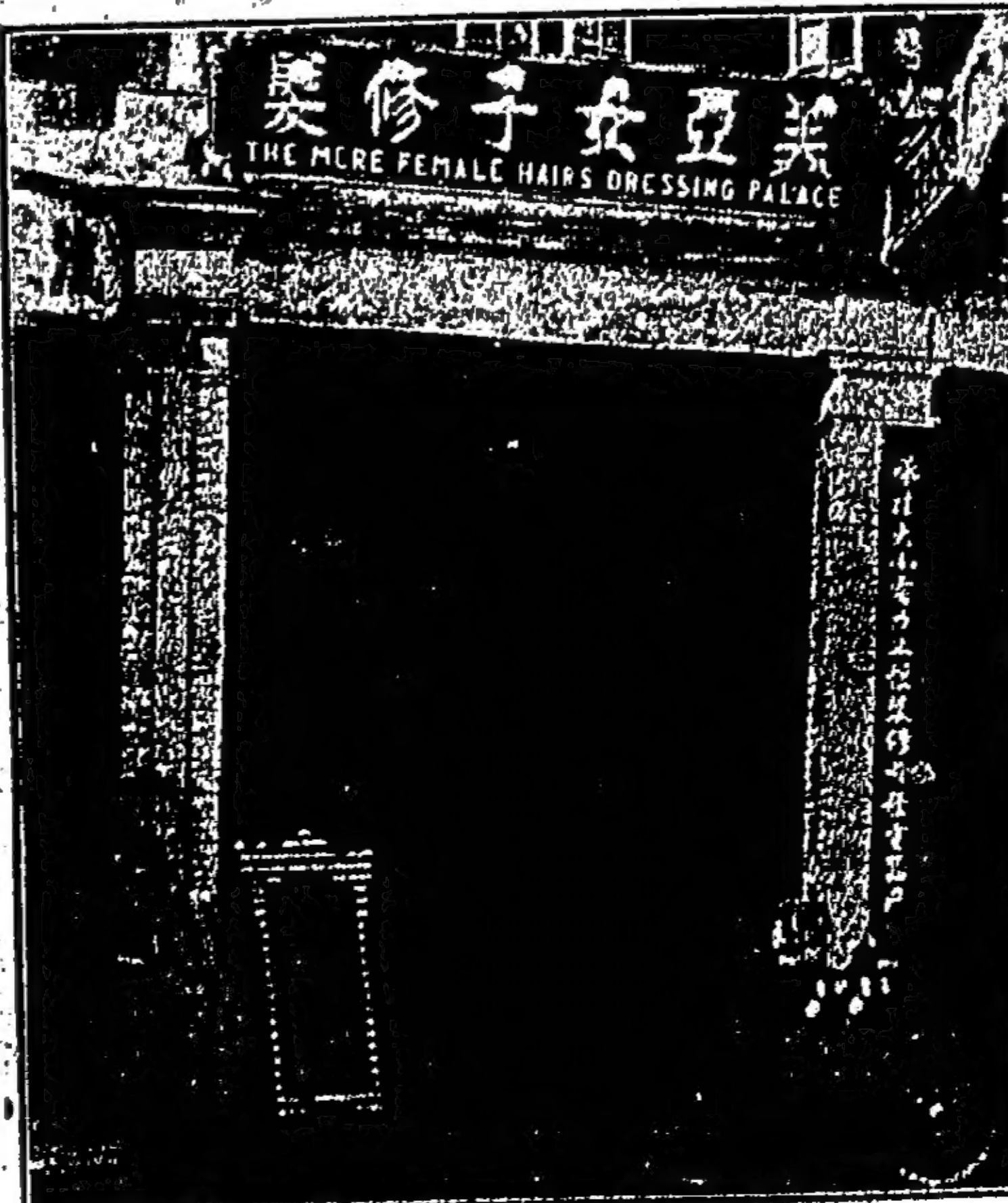


**IRISH
HEARTS**
with
MAY M'AVOY
JASON ROBARDS

FUN AND FIGHTS
in an amusing story
of Irish love & Irish
temper in a foreign
land! Full of subtle
wit and laughter!

AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.

AN AMUSING SIGNBOARD.



An amusing signboard at a new barber shop opened in
Canton. It reads: "More Females Hair Dressing Palace."